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# GRANITE BAY

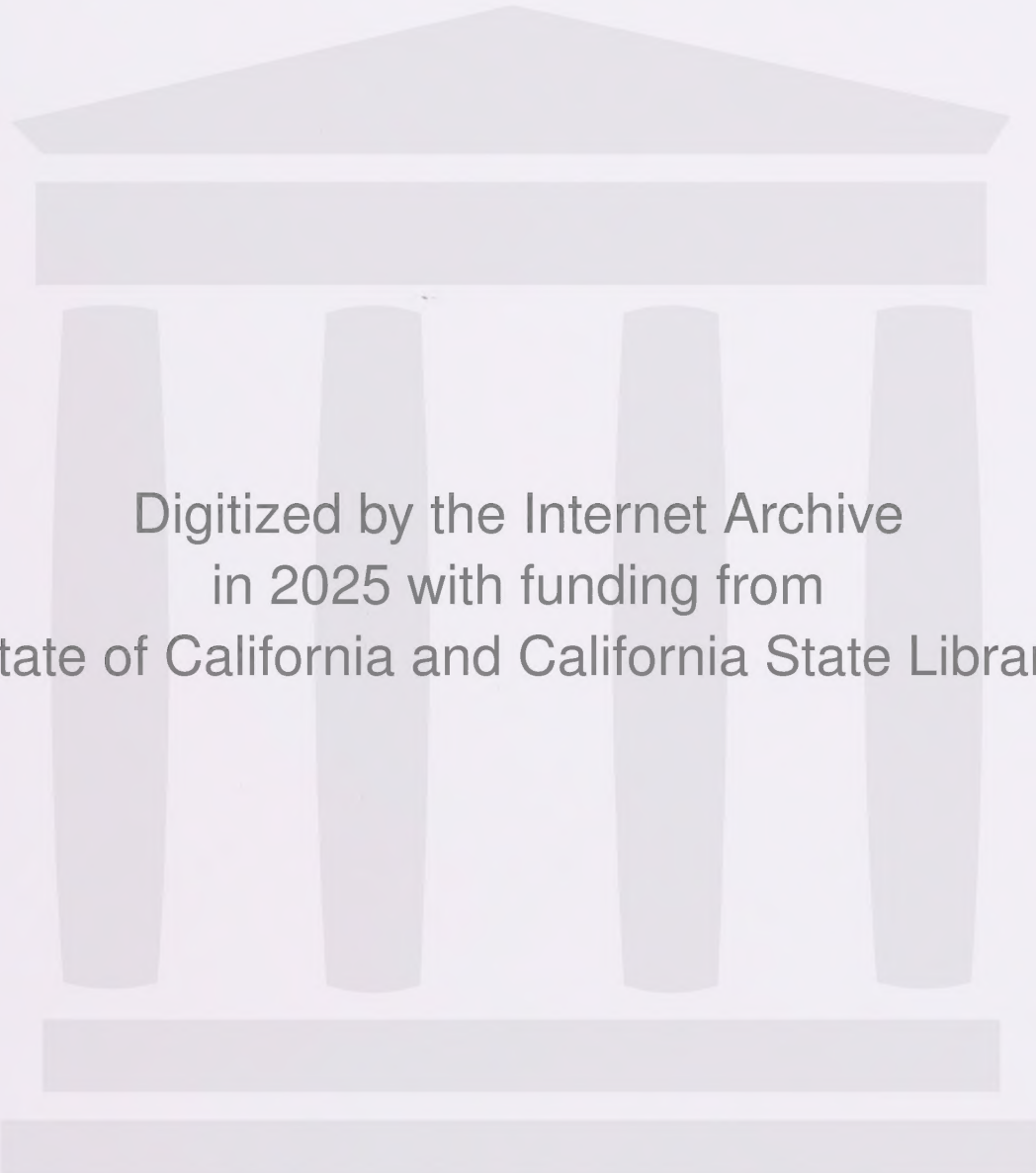
## COMMUNITY PLAN

2/12/92

1989

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GRANITE BAY  
COMMUNITY PLAN  
1989

ADOPTED BY THE BOARD OF SUPERVISORS  
MAY 8, 1989





# GRANITE BAY COMMUNITY PLAN - 1989

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# I. INTRODUCTION

## A. PURPOSE OF THE COMMUNITY PLAN

The Granite Bay Community Plan is the official statement of the County of Placer setting forth goals, policies, standards and plan proposals that will guide the development of the area to at least the year 2000. The Plan can be effectively utilized to provide overall direction to the decision-making process. It becomes the policy of the County and forms a broad framework for mutual understanding among citizens, public agencies, County staff, and the Board of Supervisors and its advisory groups, especially the Planning Commission.

The Community Plan is also designed to meet specific requirements of the California Planning and Zoning Law. These include the incorporation of the following State-mandated elements into the Plan: Land Use, Circulation, Housing, Conservation, Open Space, Noise and Safety. Optional elements such as recreation, public services and community design are also addressed in this plan, as these issues are important to the development of the Granite Bay area.

This Plan amends the Granite Bay portion of the Loomis Basin General Plan adopted in 1975.

## B. DESCRIPTION OF STUDY AREA

### Location

The Granite Bay Community Plan includes an area of 25 square miles of developing countryside. The boundaries generally are Dick Cook Road to the North, Sierra College Blvd. on the West, Folsom Lake to the East, and the Sacramento County line to the South. The area is located roughly 20 miles Northeast of Sacramento. It is a very desirable area to live because of its central location. It is close to employment centers in Roseville, Sacramento, and Folsom, as well as recreational areas in the Sierra Nevada Mountains and San Francisco Bay area. Douglas Boulevard and Auburn-Folsom Road, the primary east-west and north-south roads in the Plan area, provide access to Folsom Lake State Recreation Area, which has a full range of water

oriented activities. This brings many out-of-area visitors to the community, who increase the demand for limited commercial services and add to the traffic congestion experienced in the area.

#### Terrain

The general terrain features vary from nearly flat, gently rolling lands to fairly steep hillsides. Elevations range from 200 feet near the Sacramento County line to 600 feet in the northern portion of the Plan area near Folsom Lake.

#### Land Use

Land use patterns have changed over the last 20 years from larger rural parcels to a mix of urban and rural-residential parcel sizes. A large portion of the Plan area has developed to such a capacity that a sewer assessment district has recently been formed to provide service to much of the area.

#### Climate

Climatic conditions have played a significant role in the area's attractiveness as a place to live. The climate is generally characterized by warm summers and mild winters. Monthly averages of daily extreme temperatures range from 39°F minimum to 52°F maximum in January to 58°F and 90°F in July. The annual rate of precipitation averages 25 inches. Approximately 90% of average annual rainfall occurs in the six-month period extending from November to April. The area does experience ground fog during winter months.

#### Soils

The predominant soil type is the San Andreas Series. It consists of moderately deep, well-drained soils underlain by weathered granitic bedrock. The soils were formed in upland areas in the Loomis Basin. In a typical profile, the surface layer is grayish brown course, sandy loam about 15 inches thick. The subsoil is pale brown coarse, sandy loam underlain by weathered granodiorite at a depth of about 29 inches. Permeability is moderately rapid.

#### Geology

The granitic rock mass below the soil in much of the Plan area is impermeable. The highly weathered decomposed granite under the soil, or in some cases at the surface, has very low permeability. Ground water occurs only in small openings along



fractures. The amount of ground water within the fracture system is of more limited quantity than in the northern half of the Loomis Basin.

Three faults have been identified in the area. They have not been active historically and there is no evidence that there has been fault activity within the area for the last 6 to 8 million years.

#### Vegetation

Vegetation in the area is divided among areas of oak-woodlands, annual grasses, and a network of riparian vegetation in the vicinity of drainageways and depressions. Miners Ravine, Strap Ravine, and Linda Creek are the main watercourses which collect surface runoff and groundwater from the complex and widespread drainage patterns of the Loomis Basin. Runoff is generally to the west, although the Folsom Lake watershed covers a significant amount of the eastern Plan area.

#### Fish and Wildlife

The Granite Bay community, with its rural residential character, offers a natural wildlife habitat that is rich and varied. Creeks, orchards, grasslands and oak woodlands support diverse natural communities of animals, birds, amphibians and reptiles including numerous game species. Examples include Western gray squirrel, gray fox, muskrat, desert cottontail, Columbian black-tail deer, valley quail, ring-necked pheasant and band-tailed pigeon. Resident game fish found in local streams include rainbow trout, catfish and blue gill, while steelhead and king salmon have been known to run up major creeks to spawn. Folsom Lake supports black bass, kokanee, rainbow trout and catfish.

#### Air Quality

As a result of prevailing winds coming generally from South to Southwest, air quality in the area is heavily influenced by mobile and stationary sources of air pollution located upwind in the Sacramento Metropolitan Area. The plan area is a non-attainment area for the Federal ozone standard and did not attain the standard by the December 31, 1987 deadline mandated by the Clean Air Act. The regional ozone problem is mainly the result of mobile source emission, a portion of which originates in the

Plan area. Granite Bay will be subject to implementation of additional ozone control strategies (for both mobile and stationary sources) in order to ultimately achieve area-wide attainment status.

#### C. PLANNING PROCESS

The Granite Bay area has experienced significant change over the last 10-12 years. First of all, development activity has accelerated, making it one of the fastest growing areas in the County. It is a major concern that infrastructure be available to service this increasing population. One significant change is that a sewer assessment district was established in 1983 for a large portion of the plan area to alleviate sewer problems experienced in some of the smaller existing sewer districts. Roads, schools, fire protection, etc. also need to be addressed. A second concern is that the residents in the area have been trying to establish their own community identity. A Municipal Advisory Council (MAC) was established in 1980 for the Granite Bay Community by the Board of Supervisors. For these reasons, the Board of Supervisors has decided to recognize the Granite Bay area as a single planning unit with common concerns and create a new general plan for the area separating it from the Loomis Basin General Plan adopted in 1975.

County staff has worked closely with the Granite Bay MAC over the last year in adopting a Park Development Plan for the Granite Bay area which will serve as the Recreation Element of this general plan. Staff requested the MAC's input during the preparation of the draft Community Plan.

During the course of public hearings before the Planning Commission, numerous individual property owner requests were received and considered by County staff, the Planning Commission and Board of Supervisors.

#### D. PLAN ASSUMPTIONS

1. Population and employment in the Granite Bay area will continue to grow at a moderate rate.
2. Residents of the Granite Bay area locate here because of its central location, attractive rural environment and tranquil atmosphere.



3. Higher densities will occur where public services are available.
4. The maximum overall density of the adopted general plan will not exceed the density allowed under the 1975 Loomis Basin General Plan.
5. The primary commercial centers will be located at the existing major intersections along Douglas Blvd. at Sierra College Blvd. and Auburn-Folsom Road.
6. The primary means of transportation through the year 2000 will be the automobile. Strong efforts will be made to encourage the use of public transportation and other non-auto forms of transportation.
7. The strong demand for single family housing in Granite Bay will continue because of the attractive rural character of the area. Thus the greatest demand will continue to be for single family homes, on large parcels or on somewhat smaller lots where public utilities are available.
8. Convenience shopping is available locally for Granite Bay residents, but many of their needs for goods and services will continue to be met through outlets and facilities in other parts of the area.
9. Demand for parks; recreation facilities; and trails for use by equestrians, hikers and bicyclists will continue to grow at a rate higher than the rate of population increase.
10. The need to protect and conserve natural resources and remaining open space will become more important with a growing population.
11. The circulation requirements for the area will be primarily to enable the movement of local residents and will not be designed to encourage through traffic.

## **E. GENERAL COMMUNITY GOALS AND POLICIES**

### General Community Goals

The goals described below are general in nature and basic to the entire Plan. Goals and policies related to specific aspects of the Plan are stated in other appropriate sections.

1. TO MANAGE LAND AS A RESOURCE, NOT AS A COMMODITY, SO THAT ITS FUTURE USE WILL BE BENEFICIAL TO THE COMMUNITY.
2. TO PROTECT AND PRESERVE THE UNIQUE RURAL CHARACTER OF THE COMMUNITY AND MAINTAIN THE IDENTITY OF GRANITE BAY AS A SCENIC, TRANQUIL, FAMILY-ORIENTED RURAL/RESIDENTIAL COMMUNITY COMPATIBLE WITH THE AREA'S PHYSICAL CONSTRAINTS AND NATURAL FEATURES.
3. TO CONSERVE AND PROTECT, AS VALUABLE ASSETS TO THE COMMUNITY AND THE COUNTY, THE NATURAL AND CULTURAL RESOURCES, THE NATURAL ENVIRONMENT AND THE OPEN SPACE OF THE AREA.
4. TO CONSERVE THE VISUAL AND AESTHETIC RESOURCES OF THE COMMUNITY, INCLUDING THE SIGNIFICANT VISTAS, WOODLANDS AND GRASSLANDS, AND MINIMIZE THE DISTURBANCE OF THE NATURAL TERRAIN.
5. TO PROVIDE THE CIVIC, CULTURAL AND RECREATIONAL FACILITIES AND ACTIVITIES NEEDED BY THE COMMUNITY, WHICH ENCOURAGE THE INTERACTION OF RESIDENTS IN THE PURSUIT OF COMMON INTERESTS AND WHICH RESULT IN A STRONG SENSE OF COMMUNITY IDENTITY.
6. TO ESTABLISH AND MAINTAIN A SYSTEM OF NATURAL SCENIC PATHS, TRAILS AND ROADS TO:
  - A. AFFORD SAFE ACCESS TO INDIVIDUAL PROPERTIES WITHIN THE COMMUNITY;
  - B. PERMIT SAFE, PLEASANT AND REASONABLY CONVENIENT TRAVEL BETWEEN PARTS OF THE COMMUNITY;
  - C. CONNECT LOCAL AREAS WITHIN THE COMMUNITY TO MAIN PATHS, TRAILS AND THOROUGHFARES IN ADJOINING AREAS;
  - D. DIRECT THROUGH TRAFFIC AWAY FROM RESIDENTIAL AREAS TO DESIGNATED ROUTES IN ORDER TO MAINTAIN THE COMMUNITY'S RURAL QUALITY AND NATURAL ENVIRONMENT AND PROVIDE FOR PUBLIC SAFETY; AND
  - E. ENHANCE ENJOYMENT OF THE SCENIC, RURAL ENVIRONMENT, BY PRESERVING EVEN MAJOR ROADWAYS AS SCENIC CORRIDORS.



7. TO PROVIDE ONLY THOSE COMMERCIAL, PROFESSIONAL, AND INSTITUTIONAL SERVICES AND FACILITIES WHICH ARE REQUIRED TO MEET THE FREQUENTLY RECURRING NEEDS OF RESIDENTS OF THE COMMUNITY AND WHICH ARE SCALED TO MEET ONLY THE LOCAL RESIDENTS' NEEDS.
8. TO SUBJECT ALL NEW DEVELOPMENT, WITH POTENTIAL FOR FISCAL OR FUNCTIONAL IMPACTS ON THE DELIVERY OF PUBLIC SERVICES, TO AN IMPACT ANALYSIS TO AVOID ADDITIONAL FINANCIAL BURDENS ON THE EXISTING COMMUNITY AND TO ASSURE THE CONTINUED AVAILABILITY OF THE APPROPRIATE LEVELS OF PUBLIC SERVICES.
9. TO ENSURE THAT THE RATE OF DEVELOPMENT SHALL NOT EXCEED THE CAPACITY OF THE COUNTY, COMMUNITY, SPECIAL DISTRICTS AND UTILITY COMPANIES TO PROVIDE ALL NEEDED SERVICES AND FACILITIES IN A TIMELY, ORDERLY AND ECONOMIC MANNER.
10. TO MONITOR GROWTH IN THE PLAN AREA; TO IDENTIFY TRENDS IN THE TIMING OF DIFFERENT TYPES OF DEVELOPMENT IN THE VARIOUS LAND USE CATEGORIES; TO DETERMINE IF A MIX OF DENSITIES AND VARIETY OF LOT SIZES IS BEING MAINTAINED OVER TIME. IF, AND WHEN, IT IS DEMONSTRATED THAT AN UNACCEPTABLE TREND IN THE RATIO OF NEW RURAL SIZED LOTS VERSUS NEW URBAN/SUBURBAN SIZED LOTS IS OCCURRING, THE COUNTY SHOULD CONSIDER A MANAGEMENT PLAN, INCENTIVE PROGRAM OR OTHER MECHANISM TO ACHIEVE A GREATER BALANCE.

#### General Community Policies

The following policies provide general guidelines for conservation, development and use of land and other resources in the Granite Bay area.

1. Land uses in the Granite Bay Community shall be compatible with the Community Plan.
2. Uses of land in the Granite Bay Community shall, in general, be restricted to residential sites; conservation and open space preserves for watershed protection, air quality protection, scenic enjoyment and recreation; agricultural pursuits and such public, private and commercial uses as are necessary to serve the frequent needs of the community and to provide reasonable or accustomed services to local residents.

3. The magnitude and intensity of land use within the Granite Bay area should be limited by natural and other planning constraints.
4. The population density pattern shall be consistent with the following:
  - a. The preservation of natural terrain, natural open spaces and natural scenic areas in the planning area;
  - b. The recognition of the fact that certain areas within the community are not suited for development because of natural constraints;
  - c. The role of Granite Bay as a transition area between the urban densities in neighboring communities to the south and west and the predominantly agricultural communities and open space uses to the north and east.
5. Care shall be taken in the development and use of lands in the Granite Bay area to protect the community and downstream communities against excessive storm water run-off, flooding, air and water pollution, erosion, fire, landslides and other natural hazards.
6. Utility lines and other services shall not be extended in advance of need.
7. Public school buildings and grounds shall be designed and used as much as possible to serve the cultural, civic and recreational needs of the community.
8. Structures of historic or architectural significance shall be identified and documented, and efforts shall be made to preserve them.
9. Fees will be charged to new development to help offset fiscal, functional or environmental impacts to the community.



## II. COMMUNITY DEVELOPMENT

The Community Development section includes the state-mandated general plan elements for Housing and Land Use. Also included is information on related topics of population growth and community design.

### A. HOUSING ELEMENT

#### Purpose

The purpose of this section is to discuss historic and projected population growth and to determine present and future housing needs with the ultimate goal of providing adequate housing for all economic segments of the community.

Note: The Placer County General Plan Housing Element (1986) is incorporated in this Community Plan by this reference. The information following is more specific housing and population information relative to the Granite Bay area.

#### Goals and Policies

GOAL: PROVIDE SOUND AND ADEQUATE HOUSING TO MEET FUTURE NEEDS ANTICIPATED IN CURRENT POPULATION PROJECTIONS FOR ALL ECONOMIC SEGMENTS OF THE COMMUNITY, WHILE ENSURING CONSISTENCY WITH EXISTING LAND USES.

#### Policies:

1. Encourage innovative development techniques to assure a wide diversification of housing types.
2. Stabilize and improve deteriorating residential areas and eliminate dilapidated housing conditions through continued enforcement and review of building and health codes.
3. Limit high and medium density residential development to areas with available public services and consistent surrounding land uses.

#### POPULATION

#### Historical Growth

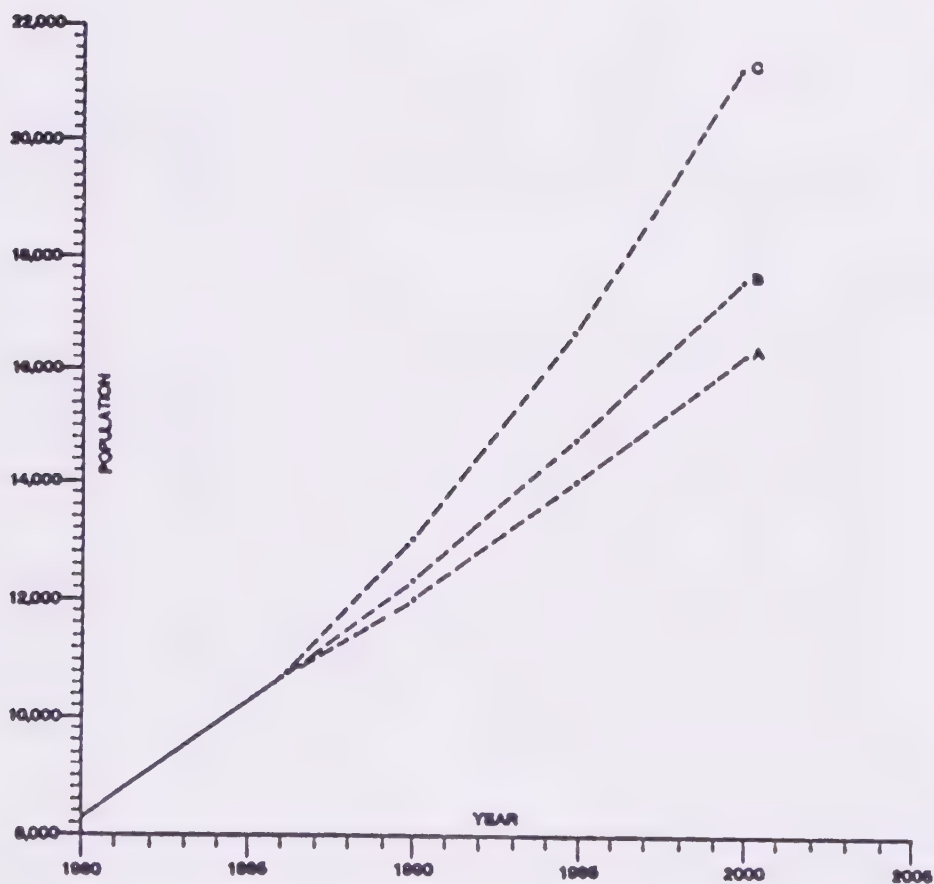
The population within the Granite Bay Community Plan boundary has increased from approximately 8,300 people in 1979 to 10,700 people in 1986. This is equivalent to a compounded annual growth rate of 3.6%. This growth rate is somewhat higher than the 3.0% rate experienced by Placer County for the same period.

## Projections

Population projections play a major role in the formulation of a general plan. They are an important factor in determining land use as well as transportation and public service facilities to accommodate the anticipated growth.

Care must be taken in the use of population projections since they are based on assumptions as to what will occur in the future. Unforeseen changes in the social or economic climate of an area can significantly alter the actual growth. Thus a high and low projection have been prepared. These projections along with a plotting of the historical growth rate for comparison purposes are presented in the following graph.

GRANITE BAY POPULATION PROJECTIONS





Projection A is based on the assumption that the Granite Bay area will grow at the current rate of 3% being experienced throughout Placer County. This would provide a population of 16,200 people by the year 2000. Based on current housing trends and subdivision activity in the area, this rate appears to be somewhat low, but will be used as the minimum growth rate to determine housing need in the event of the slowing of the economy.

Projection B is based on a 3.6% annual growth rate which reflects the historical rate for the Granite Bay area. This projection would allow for 17,500 people in the plan area by the year 2000.

Projection C assumes that the growth rate of 5% anticipated to occur in the City of Roseville will also occur in the Granite Bay area. This would yield a population of 21,200 by the year 2000. This is considered to be the maximum average growth rate for long-range planning purposes in the area recognizing that fluctuations in future growth will occur.

There is a fairly wide variation between Projection A and C.

At this time, however, it is assumed that the population in the year 2000 would probably lean toward the middle figure reflecting a continuation of the historical growth rate. This is based on the steady growth anticipated for the area because of its desirable location in regard to both employment and recreational pursuits.

#### HOUSING

##### Existing Condition

Based on a 1986 Land Use Study prepared from Placer County Assessor's data, there are approximately 3,700 housing units within the Granite Bay Community Plan boundary. Table 1 illustrates the type of housing units in the plan area.

TABLE 1  
Granite Bay Housing Types  
 (1986)

<u>Housing Type</u>	<u>Housing Units<sup>1</sup></u>	<u>Vacant Units<sup>2</sup></u>	<u>Occupied Units</u>
SFD	3358	201	3157
2-4	100	6	94
5+	0	0	0
MHP	<u>252</u>	<u>0</u>	<u>252</u>
Total	3710	207	3503

The above table shows that the primary housing type in the area is the single family dwelling with over 90% of the total units being of that type. Multiple units represent approximately 3% of the housing mix. The remaining 7% are mobile home units in parks.

The predominance of single family housing units reflects the primary demand in the Granite Bay area. This demand for the most part is generated by people migrating into the area with their principle employment in Sacramento County or the City of Roseville. According to the 1980 census, approximately 49% of the residents work in Sacramento County, 17% in the City of Roseville, and only 19% working in the remaining portions of Placer County.

The majority of the residents are in management and professional positions or technical, sales and administrative support.

Median incomes in the Granite Bay area in 1980 range from \$26,700 - \$32,800 which is well above the County average of \$18,685.

---

1

1986 Land Use Inventory Conducted by Planning Department

2

Estimate based on 6% rate identified in the 1980 census for SFD and multiple units



There were approximately 20% of the residents reporting incomes of less than 80% of median which is the standard used for determining low income. The majority of these people are retired and owning their own home.

Approximately 94% of the total housing units within the Granite Bay area were occupied in 1980. This compares to a 92% occupancy rate for Placer County.

#### Housing Need

The need for future housing is based on the communities projected population. These increased population projection figures would indicate a demand for between 1,800 and 3,500 additional housing units by the year 2000 as illustrated in Table 2.

TABLE 2  
Granite Bay Housing Need

Population 986	Population 2000	Population Increase 1986-2000	Average Household Size	Number of New Units Needed
10,700	16,200	5,000	3.0	1,333
10,700	21,200	10,500	3.0	3,500

With approximately 20% of the households in the plan area classified low income and the majority of those being either people retired who have lived in the area and own their own home or are retired people who have sold a house in the San Francisco Bay or Los Angeles area and purchased a house for cash in the Granite Bay community, there does not appear to be a major need for multiple family housing. The current housing mix of approximately 90% single family dwellings, 3% multiple and 7% mobile home park units seems to be a reasonable basis for projection to the year 2000.

Table 3 illustrates the projected housing mix assuming the same percentages that currently exist.

Table 3  
Projected Granite Bay Housing Need (By Type)  
(2000)

<u>Existing Housing Type</u>	<u>Units 1986</u>	<u>Additional Units 2000<sup>3</sup></u>	<u>Additional Units 2000<sup>4</sup></u>
Single Family	3358	1650	3150
Multiple Family	100	55	105
Mobile Home in Park	<u>252</u>	<u>128</u>	<u>245</u>
Total	3710	1833	3500

It is anticipated that the housing need will actually be close to the middle of the high and low figure.

#### Implementation

Placer County has developed the following programs to assist in providing adequate housing for all economic segments of the community.

1. Adopted an ordinance that allows for a "second residential unit" either attached or detached with separate living facilities for one or more persons to be constructed in residential zone districts providing a Conditional Use Permit is first obtained and certain standards are met.
2. Adopted a density bonus ordinance for rental units which provides for additional units over the general plan or zoning limitations on a parcel, assuming the developer requests to build a portion of his units for low or moderate income households. Units must be affordable to families based on HUD Section 8 income requirements.

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3

Based on population projection of 16,200 by the year 2000

4

Based on population projection of 21,200 by the year 2000



3. Community Services Dept. functions as the housing office for the county providing general housing information and administering HUD Section 8 rental housing certificates for the unincorporated area.
4. Continue to participate in the Community Development Block Grant Program to provide infrastructure and housing rehabilitation.
5. Encourage private developers to participate in Federal and State Housing programs for low and moderate income housing.

(See the Housing Element of the Placer County General Plan for additional information)

## B. LAND USE ELEMENT

### Purpose

This section of the Granite Bay Community Plan identifies the various land use districts used, as well as goals and policies established herein to implement the Plan. It relies heavily on the 1975 Loomis Basin General Plan, and carries forward many of the same ideas. It is also consistent with all other sections of the Plan and the extent of various designations used, and permitted densities in those areas, is affected by policies of other sections, particularly the public services element. Similarly, other elements of the Plan are directly affected by the land use element. For example, the need for schools, fire stations, park facilities and circulation system improvements is based on the cumulative density identified by the location and size of the various land use districts.

The Granite Bay Community has a reputation as a visually pleasing, rural/residential area. The principal reasons are: the wooded countryside; rolling terrain; country roads; natural stream corridors; fields of wild grasses and wildflowers; scenic vistas; great groves of oak, buckeye, etc.; open fields; large lots; and graceful buildings, which are subordinate in appearance to the land. Policies in this element have been formulated to enhance the rural and natural qualities of this unique community.

Land use policies are designed to prevent overuse of land and control intensity of use. The overuse or overcrowding of individual sites with primary residential or accessory uses creates environmental impacts such as excessive traffic; drainage

problems; soil erosion; loss of vegetation and other resources; and destroys the open, rolling terrain, and natural characteristics of the Community.

The following generally establish the perception of land use intensity: population density, building coverage, extent of impervious surfaces, public service requirements, traffic movements, topography, natural hazards, fire safety, and natural resources.

#### GOALS

1. PRESERVATION OF THE UNIQUE CHARACTER OF THE GRANITE BAY AREA, WHICH IS EXEMPLIFIED BY THE GENERAL RURAL ENVIRONMENT, MIX OF LAND USES AND DENSITIES, AND HIGH QUALITY OF DEVELOPMENT, IS A MAJOR GOAL OF THE PLAN.
2. THE RURAL-RESIDENTIAL QUALITY OF THE AREA SHOULD BE PRESERVED THROUGH THE MAINTENANCE OF A BALANCE OF RURAL (RELATING TO THE COUNTRY, OPENNESS, AT LEAST 2 1/2 ACPE LOTS) AND RESIDENTIAL DEVELOPMENT.
3. COMPATIBILITY BETWEEN NEIGHBORING LAND USES SHOULD BE ENCOURAGED.
4. COMMERCIAL USES WHICH SERVE LOCAL COMMUNITY NEEDS AND WHICH DO NOT DETRACT FROM THE RURAL-RESIDENTIAL SETTING SHOULD BE ENCOURAGED.
5. IT IS A GOAL OF THIS PLAN TO MAINTAIN PRODUCING AGRICULTURAL USES SUCH AS ORCHARDS, CHRISTMAS TREE FARMS, GRAZING LANDS, AND HORSE RANCHES, ETC.
6. TO SAFEGUARD AND MAINTAIN NATURAL WATERWAYS, RIPARIAN AREAS, FLOODPLAINS, AND THE FOLSOM LAKE WATERSHED IS A FURTHER GOAL OF THIS PLAN.
7. PUBLIC SERVICES AND FACILITIES MUST BE AVAILABLE TO SERVE THE NEEDS CREATED BY THE PRESENT AND FUTURE DEVELOPMENT WHICH OCCURS IN THE PLAN AREA.
8. MANAGE LAND AS A RESOURCE, NOT AS A COMMODITY, TO THE BENEFIT OF THE COMMUNITY.
9. MAINTAIN THE PRESENT CHARACTER OF ESTABLISHED RESIDENTIAL AREAS.
10. ASSURE THAT ALL BUILDING SITES AND RESIDENCES ARE DEVELOPED IN A MANNER MINIMIZING DISTURBANCE TO NATURAL TERRAIN AND VEGETATION AND MAXIMIZING PRESERVATION OF NATURAL BEAUTY AND OPEN SPACE.



11. PROVIDE FOR THE GROUPING OR CLUSTERING OF RESIDENTIAL BUILDINGS WHERE THIS WILL MAXIMIZE THE OPPORTUNITY TO PRESERVE SIGNIFICANT NATURAL RESOURCES, NATURAL BEAUTY, OR OPEN SPACE WITHOUT GENERALLY INCREASING THE INTENSITY OF DEVELOPMENT OTHERWISE POSSIBLE.
12. GROUP RELATED FACILITIES ATTRACTIVELY FOR CONVENIENT USE AND PREVENT CONTINUOUS COMMERCIAL DEVELOPMENT ALONG ARTERIALS WHICH WOULD DETRACT FROM THE SCENIC CHARACTER OF THE AREA.
13. THE PLACER COUNTY AGRICULTURAL ELEMENT CONTAINS GOALS AND POLICIES WHICH ARE APPLICABLE TO PORTIONS OF THE PLAN AREA, AND IT IS HEREBY INCLUDED IN THIS PLAN BY THIS REFERENCE.

Policies

1. Provide a high percentage of small (5-20 acre) family or hobby farms and ranches.
2. Locate high and medium density residential areas within existing, developed community centers where urban services are most efficiently provided.
3. Locate low (1/2 - 1 acre lots) and rural-low density (1 - 2.3 acre lots) residential developments only where a full range of services and facilities can be provided.
4. Encourage planned unit developments as a means of designing projects which best fit the natural landscape, and where the area and specific site lend themselves to planned unit developments.
5. Retain community commercial centers in and adjacent to the existing major nodes of activity at Sierra College Blvd. and Douglas Blvd. and at Auburn-Folsom Road and Douglas Blvd.
6. Strive to minimize negative impacts of development on the existing agricultural operations.
7. No additional industrial development should be encouraged east of I-80.
3. Avoid the enlargement of existing or the development of new commercial areas along Douglas Blvd. in order to prevent the creation of a strip commercial corridor in this area.

9. The design of future residential developments should emphasize character, quality, livability, and the provision of all necessary services and infrastructure to ensure their permanent attractiveness and usefulness.
10. Encourage the development of professional offices and similar low intensity commercial uses, as a buffer between retail commercial areas and adjoining residential developments.
11. To allow for continued increased commercial and residential development only where all public services can be provided in an adequate and timely manner.
12. Property shall be developed with minimum disturbance to the natural terrain. The natural environment shall be retained or restored as much as possible.
13. Retention of open space shall be considered in the review of all applications for development.
14. The maintenance of livestock, particularly horses, is an important component of the rural character of the community. Therefore, accessory structures for livestock are appropriate uses in residential areas with a minimum lot size of one acre.
15. Buildings shall be of a size and scale conducive to maintaining the rural residential atmosphere of Granite Bay. The architectural scale of non-residential buildings, as differentiated from size, shall be more similar to that of residential buildings than that of monumental buildings.
16. Non-residential buildings shall generally be of small or moderate size and, where groups of buildings are used, connected by plazas, terraces, porches, arcades, canopies or roofs, to provide a pleasant environment as well as safety and shelter to pedestrians.
17. Landscaped buffer yards shall be provided wherever necessary to minimize the adverse effects of higher intensity uses upon lower intensity uses.

18. The rate of development and location of projects shall not exceed the capacity of the community, special districts and utility companies to provide all needed services and facilities in an orderly and economic manner.
19. Allow the increase of commercial and residential development only when all public services can be provided in an adequate and timely manner.

Specific Policies for Intensity of Use:

1. The planning area shall have the low intensity of development which is appropriate to its location on the fringe of the urban areas of the City of Roseville and the County of Sacramento and should provide a transition between the urban densities in the adjoining communities and non-intensive land uses to the north and west.
2. Population densities within the planning area should be guided by considerations of topography, geology, vegetative cover, preservation of natural terrain and resources, and access to transportation and service facilities.
3. Intensity of use of individual parcels and buildings shall be governed by considerations of: health and safety; impact on adjoining properties due to noise, traffic, night lighting, or other disturbing conditions; and protection of natural land characteristics.

Specific Policies for Subdivision:

1. Subdivision of property containing existing structures of cultural or aesthetic merit shall be carefully conceived to preserve the integrity of original "core" estate buildings, grounds, and heritage trees.
2. The number of lots permitted in a subdivision is dependent on the characteristics of the area, as well as the minimum lot area required by ordinance.
3. Lots shall be adequate in size and appropriate in shape for the range of primary and accessory uses which are typical for the area without:
  - a. creating a feeling of overcrowding,
  - b. creating measurable negative environmental impacts,
  - c. creating the need for variances.



4. An overriding consideration in the design of any land development project shall be the conservation of the natural slope, the conservation of natural drainage channels and swales, since they serve in place of artificial storm drainage systems; and the preservation of existing natural resources.
5. Visibility of structures, preservation of natural land form and natural resources, topography, noise exposure, maintenance of rural quality and relationship to the surrounding properties shall be considered in preparing subdivision designs. Subdivision density, or number of lots, will ultimately be determined by these factors.
6. When residential planned unit developments are planned in areas where intensity standards require one acre or more per dwelling unit:
  - a. Each residence should have substantial direct frontage on a common open space of sufficient size to convey a feeling of being on the edge of a large and significant open space.
  - b. Clusters should generally consist of a small number of detached residences, and each cluster should be well separated from adjacent clusters rather than interconnected in a linear form.

#### Specific Policies for Residential Land Uses

1. Accessory uses shall be clearly subordinate to the main residence and should be in keeping with the rural residential quality of the community.

#### Specific Policies for Commercial Land Uses

1. Convenience goods and services and limited shopping goods shall be available in local shopping villages in sufficient quantity and variety to meet the most frequently recurring needs of the residents of the Granite Bay Community.
2. Uses which would attract a majority of patronage from outside the community area shall more appropriately be located in larger and more centrally sited commercial and office centers such as those located in the City of Roseville.

3. Buildings shall be of moderate size and scale and designed and constructed of materials compatible with the pedestrian scale and rural character of the community.
4. Individual sites shall be landscaped attractively so as to integrate the entire development visually with the overall natural qualities of the planning area; appropriately landscaped buffer areas of adequate size shall be provided to shield adjacent residential developments from activities on the properties; residential areas shall be protected from noise, unsightliness, odor, and other nuisances; indigenous materials shall be used where practicable.
5. Night lighting visible from the exterior of buildings shall be strictly limited to that necessary for security, safety, and identification; all night lighting, including signs, shall be low intensity and shielded from the view of passing traffic and adjacent residential areas.
6. Parking spaces shall be grouped in moderately sized areas, and located close to the enterprises they are to serve. Traffic patterns shall be efficient and safe.
7. Sites shall be designated and developed to provide safe, convenient, pleasant access for equestrians, pedestrians, bicyclists, and motorists.
8. In shopping and service areas, a small percent of the total net site area, exclusive of street and road rights-of-way, shall be occupied by buildings. On any site, the ratio of the total floor space in buildings to the net site area should be limited. A substantial percent of the site area shall be left as natural or developed as landscaped open space, and buildings and parking areas shall be screened from view from the roads and adjacent residential properties.
9. The quarry scar on Douglas Blvd. is visible from many parts of Granite Bay. Efforts should be made to reduce the negative impacts of the quarry, including long-range restoration of the quarry to a more natural appearance.

#### Specific Policies for Public and Private Institutions

1. Institutional uses shall be limited to those which provide non-commercial services or facilities for local residents and contribute to the general well-being of the Community.
2. The intensity of use of an institutional site shall be limited to that which is compatible with adjoining uses and in keeping with the rural character of Granite Bay; the institution should not generate excessive noise or traffic.
3. Institutional buildings shall be of a size and scale compatible with the rural atmosphere of the Community.
4. Sites shall be landscaped attractively; trees and other plantings should be used to shield adjacent residential developments from activities on the properties; indigenous materials shall be used where practicable. In particular, parking areas shall be screened from view from roads and adjacent residential properties.
5. Public school facilities should be available for community recreation use, and should be available for use during non-school hours. When new schools are considered, sites should be adequate to accommodate local public recreation activities in addition to school uses.

#### Specific Policies for Parks and Recreation Land Uses

1. Parks and recreational areas, when needed, shall be planned, developed, and used in a manner which is in keeping with their rural setting and compatible with uses on adjacent lands.
2. Recreation areas shall be located and designed so that access by pedestrians, equestrians, and bicyclists is encouraged.
3. Natural open-space recreation land within the planning area should be carefully managed and its uses controlled to ensure that vegetation, soil, wildlife, and visual qualities are protected and, where necessary, enhanced. The concepts and principles of the Conservation Element should be observed in park use and management.



4. Use of park and recreation areas shall be controlled to limit noise and motor vehicle traffic both internally and externally.
5. Local recreational programs shall be responsive to the needs of residents.

Specific Policies for Preservation/Conservation of Natural Resources:

1. Significant natural, open space, and cultural resources should be identified, in advance of development, for the entire Plan area. Those resources which should be protected and preserved, based on goals and policies of this Plan can thus be identified and such information made available to landowners in advance of the preparation of specific development plans.
2. Valuable natural features, such as rolling terrain, streams, and stream corridors, scenic corridors, meadowlands, ridge tops, and significant stands of trees shall be preserved and protected through imaginative planning, good conservation practices and, where appropriate, the dedication of open space, conservation or scenic easements.
3. Stream corridors must be kept free of structures and maintained in a natural condition, except for erosion and flood control measures and other uses compatible with stream corridors.

Implementation

The goals and policies of the Granite Bay Community Plan are implemented in several ways and with the use of many different types of planning tools. The land use section identifies various categories of land use (i.e. land use districts) as the first step in implementation of the Plan. The general plan designations are then more specifically defined through the adoption of precise zoning of each parcel in the Plan area. Also included herein is a chart, entitled "General Rules for Interpretation of the Granite Bay Community Plan" (Table 4) which indicates the various zone districts which can be used to implement the respective Plan designations. In all cases, the zoning of property must be consistent with the Plan. For this reason, the zoning map has been prepared along with the Community Plan map.

Planned Unit Developments are encouraged in selected areas for the following purposes:

1. Preservation of natural resources/features (e.g., creeks, riparian areas, oak woodlands, scenic vistas, etc.);
2. Providing varying lot sizes where adjoining properties provide greater or lesser densities, in an effort to maintain land use compatibility where a need to have a transition zone exists; and to a lesser degree,
3. Increasing the opportunities for both active and passive recreational facilities such as nature trails, golf courses, or neighborhood parks to meet the needs of residents of the project and/or the general public.

The usefulness of the Community Plan depends upon the degree to which its goals and policies are implemented. Along with zoning ordinances, several other programs are necessary to implement the Plan. Capital improvement programming at the county and service district level is important, as will be the administration of subdivision ordinances, building codes, grading ordinances, and design guidelines.

Decisions made by private landowners will have the greatest impact of all on the character of the Granite Bay area. The goals, policies, and implementation measures of this Plan will hopefully guide such decisions and make possible a partnership approach to the development of the Granite Bay area.

The proposed land use plan has an ultimate population holding capacity of 29,000  $\pm$  people. This will more than accommodate the highest population projection of 21,200 for the year 2000.

#### DESCRIPTION OF LAND USE DISTRICTS

##### Rural Estate

This land use district covers most of the northern portion of the Plan area, an estimated 4300 acres, and has been reduced in area from the 1975 Loomis Basin General Plan. It is used to recognize those areas where the continued rural or agricultural uses of land are to be maintained and protected long into the

future. It will allow for a high number of family farms or hobby farms to satisfy a growing demand for homesites where an individual can raise a large home vegetable garden, orchard, Christmas tree farm, or livestock.

The flow of residents from the metropolitan areas of San Francisco, San Jose and Sacramento is viewed as a desire to return to a simpler lifestyle where daily activities are less rushed or complicated. It is an expression of an effort to find "roots" and regain the lost values of an earlier rural age. Life in rural areas has always involved agricultural pursuits. It is natural, then, that such activities as crop farming and animal husbandry should continue in this portion of the Plan area in combination with residential uses.

A large number of Granite Bay residents have built homes on small acreage to allow space for the recreational use of horses. Others simply want to raise their families in surroundings where social problems including crime and drugs are not as prevalent. Whatever the reasons are for living in this rural area, residents must be ever-careful that the overall rural fabric is maintained.

This district also includes areas unsuited for more dense residential development due to constraints imposed by natural features such as soils, geology, hydrologic factors; and man-made constraints such as a lack of adequate roadways, unavailability of public sewers and water, as well as other public services. In order to locate rural estate areas which depend on rural-type services such as wells and individual sewage disposal, a great amount of resource data including hydrogeology, soils, drainage, groundwater, slope and actual field experience was considered. In addition, densities of drainage ways, availability of domestic water supply and existing land use patterns were reviewed. Where one factor appeared to be limiting, the interaction of all other pertinent factors was considered. The result was to restrict lot sizes to those which appeared to be safe standards for the long term use of individual disposal systems while protecting both ground water and surface water from deterioration in quality and maintaining public health standards. A summary of the resource information, conclusions, and recommendation is included in the Technical Supplement and Environmental Impact Report.



### Rural Residential

The Rural Residential land use district is used in several different areas of the Granite Bay region. It occupies 3100+ acres or 22 percent of the Plan area and provides for up to 1100+ homesites. Often the intent of using this district is the same as that discussed above for the Rural Estate district. Generally, the smaller permissible lot sizes are a result of either the availability of public services, particularly sewer and water, or better soils and hydrologic conditions that could permit on-site sewage disposal on smaller lots.

The preservation of these areas in a rural land use will maintain the rural character of the area, allow for agricultural uses including animal husbandry, particularly the recreational use of horses, and provide homesites for that portion of the population that needs or wants larger lots and a rural environment in which to live and raise a family, yet does not need a larger parcel of land to enjoy the rural atmosphere. The preservation of large blocks of land within the Plan area in this land use district will be a major contributing factor to the retention of the overall rural character of the Granite Bay area.

In four specific areas a Land Use Intensity factor (L.U.I.) has been added to the basic zone district in areas designated as Rural Residential on the Community Plan. Such a designation would permit the property to be developed as a "planned unit development," and could result in varied lot sizes within a project. This type of designation is used in these four areas for very specific reasons and the review of any development project on these sites should be carefully reviewed for compliance with the goals, policies and statements of this Community Plan.

The first area is on the south side of Eureka Road just east of the Roseville city limits, and north of the Treelake project. This parcel, of approximately 160 acres, a portion of which is also in the Rural-Low Density Residential District, is heavily impacted by a proposed high school site, a proposed public road connection between Eureka Road and the Treelake Parkway, and a potential public park site. The use of an L.U.I. in this case will allow the property to be developed with the number of units permitted by the Community Plan, and designed to accommodate all

of the public uses mentioned earlier. The Plan acknowledges that density may be transferred off of the high school site if a development plan is submitted which meets the approval of the County. The development of this site, as well as meeting the general purposes of planned unit developments, should also provide for larger lots along Eureka Road, and the east property line, in order to buffer the smaller lots from existing development in these areas.

The second area is located between Miner's Ravine and Cavitt Stallman Road approximately 1/2 mile east of Sierra College Blvd. This parcel of approximately 40 acres appears to be well suited to a "planned unit development" due to the extensive oak woodlands, a wide flood plain for Miner's Ravine in this area, the possible location of archeological sites on the property and the fact that public sewer service would be required for development of the site. Clustering of lots on the site could have the benefits of preserving open space, oak woodlands, and riparian areas; avoiding flood hazards to homes; provide for more economical development costs due to shorter roads and utility lines; and allow parcel sizes which can vary as do the parcel sizes of the surrounding land. Future reviews of projects proposed on this site should consider all of these issues and the lot pattern should retain a rural character for the site.

The third area is between Auburn-Folsom Road and Folsom Lake in the northern-most portion of the Plan area. Here the primary concern is protection of the Folsom Lake watershed, retention of large open space, riparian areas, and retention of the rural character of the area.

The fourth area is located south of Douglas Boulevard opposite Berg Street, and includes several parcels of land which were previously used for a surface mining operation. The P.U.D. designation on this site is intended to recognize several features of the site:

- a) Extensive grading has occurred on this site.
- b) Strap Ravine passes through the site.
- c) The portions of the site along Douglas Boulevard are not suitable for residential use, but could significantly contribute to the Goal of maintaining a large

open space corridor along the south side of the road if the density is moved to other portions of the property.

- d) Retention of the lake(s) could add to the appeal of a residential community developed there.

Thus, any permitted P.U.D. on this site should meet the general purpose of P.U.D.'s and also:

- a) Maintain a large open space area along Douglas Boulevard and enhance the scenic corridor with additional landscaping and maintenance where needed;
- b) Restore Strap Ravine to a more natural state;
- c) Provide larger lots on the south, east, and west side of the property.

#### Rural-Low Density Residential

This new community plan designation will allow a density ranging from .9 to 2.3 acres per dwelling unit (or 1.1 to 0.43 dwelling units per acre). It was created in order to reduce the uncertainty connected with the use of the Low Density Residential category which previously allowed a range of .4 to 2.3 acres per unit. This range was determined to be overly broad in that it allowed what were clearly urban style projects with 20,000 square foot lots, and/or rural size parcels of 2.3 acres. This district with its .9 to 2.3 acre parcel sizes represents a transition zone between clearly rural areas and large lot suburban projects. Judging from the previous projects approved and built at this density range, including Lakeview Hills, Hidden Valley, Folsom Lake Estates and Woodbridge Ranch, this is a very popular and marketable density range for the Granite Bay area.

Approximately 2700 acres are included in this land use district, providing for an estimated 2400 rural-low density residential building sites. This area represents 19 percent of the Plan area and is ±50% built out.

Based on individual project design and owner preference, such lots can provide for equestrian and small hobby farm areas, and thus contribute to the rural nature of the Plan area. Even at the higher density end of the range, the spacing between homes and the retention of much of the natural landscape and topography, preserves some of the rural character of the area. This land use district also provides for a wide variety of housing in terms of cost, style, and size.



Several undeveloped areas within the RLDR Community Plan designation include a land use intensity factor (-LUI) as a combining zone. As discussed in the preceeding Rural Residential section, such a combining zone permits the property to be developed as a "planned unit development" which can result in varying lot sizes. In addition to the purposes of P.U.D.'s stated earlier, the intent of permitting such development is to be less restrictive in terms of lot size in order to provide flexibility to the land planner in the design of projects with a goal of retaining/protecting natural features on the site or in addressing land use compatibility issues.

Low Density, Medium Density, and High Density Residential

Much of the demand for housing in the Plan area, as identified in the "Housing" section of the Plan, will be met through the construction of new homes in the Low Density (.4 - .9 acres per dwelling unit) Residential District. A very limited amount of new housing will be provided in the Medium Density (2 - 4 dwelling units per acre) Residential District since most of these areas have been fully developed, or projects such as Pheasant Grove and Quail Oaks are currently being developed. The High Density (4 - 10 dwelling units per acre) district is used very sparingly with limited potential for additional mobile home spaces and multi-family dwellings.

Based on a comparison with the 1975 Loomis Basin General Plan, the Medium Density Residential and High Density Residential areas are the same with the following exception. To the east of the Granite Bay Village Shopping Center, areas formerly designated as Commercial are now shown as High Density Residential and Medium Density Residential. The High Density Residential area represents an approved subdivision with a density of approximately 9 units per acre which is currently under construction. Immediately to the east of that, the Medium Density Residential designation is shown in order to provide for housing in this area that is compatible with land uses on either side.

A large share of residential units are planned to be located where the fullest complement of urban services such as treated water, domestic sewers, and fire protection are available.

In several areas of Granite Bay, development of residential projects should be implemented by "planned unit development" (as discussed previously) in order to make the most efficient use of the land while providing for open space, preservation of natural areas, in-tract recreation facilities, and efficient use of public services. These areas have been identified on the zoning map, where an LUI (land use intensity factor) appears.

In all areas the reasons for encouraging "planned unit developments" are the same as stated in this Plan under the discussion of "P.U.D.'s" in the RR and RLDR districts as well as in the introduction to this section.

The Low-Density Residential designation, combined with the density transfer (-X) designation, contains special provisions and limitations as discussed in the Density Transfer section following. The maximum potential allowed by the LDR designation in these areas can only be realized by the transfer of density to other parcels in the Plan area.

#### Professional Office

A Professional Office land use district is identified in various locations for at least two reasons. In order to allow for limited office uses in areas unsuited for retail commercial and heavier uses, this designation is used along Douglas Blvd. and Sierra College at the locations shown. A second reason is to provide a buffer between the commercial land use districts and residential districts adjoining them. Professional offices can provide an effective buffer between such uses and this land use district is used for that purpose at Cavitt-Stallman Road and Sierra College Blvd. and on Douglas Blvd. adjacent to, and east of, the commercial area at Sierra College Blvd. Professional office and related uses should be permitted in these areas. The professional office designation can also permit a residential use with a density of up to 4 dwelling units per acre, unless the particular property has a combining density limitation (-DL) of 0. If residential uses are proposed in this district special attention must be given to the need for noise and visual buffers for adjoining commercial uses.

The Professional Office area identified on the south side of Douglas Blvd. immediately east of the Sierra Oaks Shopping Center must be carefully designed to comply with the Goals of the Plan

by retaining a large open space area along Douglas Blvd. (150' bldg./parking lot minimum setback), and within the heavily wooded portion, a low density of development which retains a significant percentage of the tree cover.

#### Commercial

Commercial land use districts in the Granite Bay area are concentrated at two major intersections: Douglas Blvd. and Sierra College Blvd., and Auburn-Folsom Road and Douglas Blvd. Smaller commercial areas are identified to recognize existing uses on Douglas Blvd. at Berg St. and on Barton Road north of Gibson Place. The Treelake Village project also includes a 7 acre commercial site intended to serve primarily the future residents of that project. Another 4+ acre commercial site has been identified at the northeast corner of Eureka Road and Sierra College Boulevard. At the time of the preparation of this Community Plan, there was a total of 136 acres of commercial land with 52 acres currently developed, 13 acres being developed, and 71 acres vacant. The largest undeveloped commercial sites remaining are located at the Northeast corner of Sierra College Blvd. and Douglas Blvd., and on the east side of Auburn-Folsom Road south of Fuller Drive. Smaller undeveloped commercial sites and professional office sites exist in several other locations. In keeping with the goals and policies of this Community Plan, additional commercial areas have not been designated along Douglas Blvd.

Commercial land use districts may also permit residential uses. For purposes of this Plan, such residential uses within commercial zones, when allowed, shall not exceed a density of 10 dwelling units per acre.

New commercial development should be designed to be aesthetically pleasing (see Community Design Section) as well as created primarily to serve the needs of the local residents.

#### Density Transfer

As a matter of policy the Plan incorporates and authorizes a density transfer program affecting a few limited parcels within the Plan area. The intent is to create a mechanism which can assist in implementing the goals and policies of the Plan relative to the maintenance of a significant open space buffer along the south side of Douglas Blvd. The program also



recognizes the existence of several small lots along Douglas Blvd. that may not be desirable building sites and could require variances to setback requirements in order to be utilized. In all cases these parcels are currently zoned Agricultural-Residential with a required 4.6 acre minimum parcel size, and are therefore currently non-conforming sites. Participation in this program is voluntary and it is created here as another form of incentive to help implement the goals of the Plan.

Parcels from which density can be transferred are identified on the Community Plan map as Low-Density Residential - Density Transfer LDR-X. Parcels which have the ability to receive density (density receptor parcels) are designated on the Plan map with a # symbol. The Low-Density Residential designation and permitted density implied by this designation (2.5 d.u./acre) can only be utilized through participation in this program. (This is assured through the precise zoning of the property as Agricultural-Residential with a 2.3 acre minimum lot size [ARB-100]).

The density receptor parcels have been selected on the basis of proximity to the transfer parcels, apparent ability of the land to accommodate a relatively small amount of additional density in return for implementation of Plan goals, and the likelihood of development of such parcels. The approval of participation in this program will be subject to the following requirements:

- a) Owners of both transfer and receptor parcels must agree to participate.
- b) Transferred density can only come from, and go to, those parcels identified in this Plan.
- c) After adding transferred density to the receptor parcel it must not increase the otherwise allowed density by more than 20%.
- d) The County must approve the proposed design which includes the added density.
- e) The project must transfer all density from an individual density transfer parcel and ensure the retention of that parcel as open space through the recordation of an open space easement, or similar document to which the County is a party.

- f) The conditional use permit process shall be the formal mechanism to be used to request approval of such a transfer.
- g) Subject to all of the requirements stated above, projects utilizing a density transfer, otherwise found to be acceptable by the County, shall be found to be consistent with the Community Plan and zoning density limitations. It is recognized that the density limitations expressed by the Community Plan designation and precise zoning can be exceeded on the parcels indicated and still be considered consistent with the Plan and zoning where a project is utilizing this density transfer opportunity.

TABLE 4

General Rules for Interpretation of Granite Bay Community Plan

<u>General Plan Designation</u>	<u>Zone District Permitted</u>
Commercial	Neighborhood Commercial, General Commercial, Heavy Commercial, Neighborhood Shopping Center, Residential Professional, High Density Multiple Residential, Medium Density Multiple Residential *
Professional Office	Residential-Professional
High Density Residential	High Density Multiple Residential*, Medium Density Multiple Residential, Residential Professional, Single Family Residential, and Open Space
Medium Density Residential	Single Family Residential, Open Space
Low Density Residential	Single Family Residential, Agricultural Residential, Farm and Open Space
Rural Low Density Residential	Single Family Residential, Agricultural Residential, Farm and Open Space
Rural Residential	Single Family Residential, Agricultural Residential, Farm and Open Space
Rural Estate	Single Family Residential, Agricultural Residential, Farm and Open Space
Open Space	Open Space

General Plan Designations Used in Combination with any of the Above

Density Limitation	-Land Use Intensity (-LUI combining zone) -Density Limitation (-DL combining zone) including a number which expresses a maximum permitted number of dwelling units per acre. i.e. DL-5 or LUI 1.1. (the number of d.u./acre cannot exceed that permitted by the General Plan designation)
Density Transfer	Agricultural-Residential - 2.3 acre minimum.

\*Note: The maximum residential density permitted in the Granite Bay Plan area is 10 dwelling units per acre.



## C. COMMUNITY DESIGN ELEMENT

### Purpose

It is the purpose of the Community Design Element to identify those features of the Plan area which characterize the unique nature and identifying traits of Granite Bay, and then to specify standards of site development for various projects which will implement the Goals and Policies of the Plan.

### GOALS

1. MAINTAIN THE EXISTING RURAL CHARACTER OF THE AREA.
2. SAFEGUARD AND PRESERVE THE NATURAL WATERWAYS AND RIPARIAN HABITAT.
3. SEE THAT DEVELOPMENT ENHANCES THE NATURAL SETTING AND HELPS TO ESTABLISH AN IDENTIFYING TRAIT TO THE GRANITE BAY AREA.
4. ESTABLISH A LANDSCAPED SCENIC CORRIDOR ALONG DOUGLAS BLVD. AND AUBURN-FOLSOM ROAD TO ENHANCE AND MAINTAIN THE EXISTING LANDSCAPING AND SCENIC QUALITIES.
5. DEVELOP PLANNED UNIT DEVELOPMENTS AND SMALL LOT SUBDIVISIONS WHICH MAINTAIN THE PASTORAL NATURE OF THE COMMUNITY THROUGH SITE-SENSITIVE DESIGN.
6. PROVIDE FOR SUFFICIENT, WELL-DESIGNED COMMUNITY COMMERCIAL CENTERS TO MEET THE NEEDS OF RESIDENTS AND RECREATIONAL VISITORS.
7. IMPLEMENT THE TRAILS SECTION OF THE RECREATION ELEMENT THROUGH CONSTRUCTION OF BICYCLE, EQUESTRIAN, AND PEDESTRIAN TRAILS.
8. TAKE ADVANTAGE OF THE BEST AVAILABLE ENERGY TECHNOLOGY TO MAXIMIZE THE ENERGY EFFICIENCY OF ALL BUILDINGS AND STRUCTURES.
9. TO ADOPT AND IMPLEMENT A TREE PRESERVATION/CUTTING ORDINANCE IN ORDER TO FOCUS ATTENTION ON THE IMPORTANCE OF PRESERVING EXISTING NATIVE VEGETATION WHENEVER POSSIBLE.
10. IMPLEMENT ZONING AND SUBDIVISION CONTROLS WHICH PROTECT AND PRESERVE SIGNIFICANT NATURAL, OPEN SPACE, AND CULTURAL RESOURCES IN THE GRANITE BAY COMMUNITY.

### Policies

1. Implement the design standards in this Element to meet the specific goals of this Plan and the desires of the community.

2. Require construction of bicycle, pedestrian and equestrian trails as discussed in the Circulation Element and the Trails Section of the Recreation Element.
3. Encourage the use of Planned Unit Developments to protect significant natural features.
4. Support design of lot patterns within subdivisions that provides for the least amount of site disturbance and greatest amount of open space.
5. Maintain the heavily vegetated corridors that exist along circulation corridors to preserve their rural nature.
6. Require the dedication of sufficient road right-of-way as outlined in the Circulation Element.
7. Require development/projects to comply with the Placer County Landscape Guidelines and the specific design standards herein.
8. Where possible, preserve native trees and support the use of native, drought tolerant plant materials in all revegetation/landscaping projects.
9. Encourage the development of commercial project designs that do not detract from the rural character of the Granite Bay area.
10. Where appropriate, encourage the use of greater setbacks to provide a scenic corridor for all parcels fronting on Douglas Blvd., Auburn-Folsom Road, future Rocklin Road, Eureka Road and Sierra College Blvd.
11. To the maximum extent possible, all structures, including residences, should complement and blend in with the natural setting of the planning area, and to this end the following principles shall be adhered to:
  - a. The visual impact of the structure shall be mitigated either through reduction of building bulk, increased setbacks, or introduced screening such as landscaping. In general, hillside structures shall be designed to step down the natural hillside in order to achieve a low building profile and minimize grading.

- b. Structures may be located in existing tree covered areas to the extent possible and still be consistent with slope, geologic and related conditions and the need to preserve natural terrain and locally unique or especially beautiful wooded areas.
  - c. Largely bare slopes and sparsely wooded ridges visible from large portions of the planning area should be kept free of structures to the maximum extent possible.
  - d. If development does take place on highly visible barren slopes or ridges, it must be unobtrusive and designed to maintain the character of the natural setting.
12. The use of natural materials (i.e. wood siding and field stone) is encouraged. Exterior colors shall blend with the surrounding natural landscape. The use of "earth tones" or natural finishes which blend with the natural background is encouraged.
13. Landscaping shall be used to reduce visual impact of all structures and fences. Natural vegetation should dominate where possible. The use of native plant materials is encouraged. Landscaping plans and raw materials provide an informal character and smooth transition between buildings, parking lots adjacent roadways and open areas.
14. Large, bulky and unscreened structures shall be discouraged, particularly if they are visible from the road.
15. Utility lines shall be installed underground to insure minimum disruption to the environment and as little disturbance as possible to vegetation, particularly in scenic corridors.
16. Structures of historic or architectural significance shall be identified and documented, and efforts shall be made to preserve them.

#### IMPLEMENTATION

In order to implement the goals and policies established under the Community Design Element, Design Standards for the Granite Bay Community have been developed. These Design Standards are specific to several corridors within the Granite



Bay Community Plan area, the commercial areas and subdivisions. The roads included are Douglas Blvd., Auburn-Folsom Road, Sierra College Blvd., Treelake Parkway, the proposed Rocklin Road extension, and the future connection between Eureka Road and the Treelake Parkway. The Design Standards will be implemented during the review and approval processes for subdivisions, parcel maps and professional office or commercial projects. See appendix titled "Community Design Standards/Guidelines". The guidelines should be updated as conditions change and as more specific standards are identified.

### III. RESOURCES

The Resources Section contains the State-mandated general plan elements for Conservation and Open Space. It also contains goals and policies relating to recreation and parks, and historic and archaeological sites.

The unique natural setting of the Granite Bay Community is the primary factor in the creation of the quality of life of the community residents. The Community contains the gentle oak and grassland foothills, flatter valley areas, valley stream corridors containing riparian habitat, flood plains, and ground water aquifers. The Community is endowed with a variety of landforms and environmental resources creating a mosaic of natural features and aesthetic qualities. The preservation of these natural features represents the single most important community conservation value.

Granite Bay residents have repeatedly expressed their desire to maintain the community's rural atmosphere and residential character. The conservation of natural resources is implied in this desire and has been reinforced through community planning efforts and land use regulations. For these reasons, it is apparent that the foundation of a strong community conservation ethic exists. For the purpose of truly effective conservation, development and utilization of natural resources, however, there is a need for a more widespread understanding of how the ecosystem functions. The Conservation, Open Space and Cultural Resources Elements are intended to contribute to this understanding. These Elements define conservation goals and policies and provide a framework for the conservation and utilization of natural, open space and cultural resources and protection of the aesthetic qualities of the community.

#### A. CONSERVATION

Purpose: The purpose of this section is to identify existing natural resources of the area and develop goals and policies to allow for their preservation and enhancement.

## GOALS

1. TO PRESERVE AND PROTECT THE NATURAL FEATURES AND RESOURCES OF THE COMMUNITY, WHICH IS ESSENTIAL TO MAINTAINING THE RURAL QUALITY OF LIFE WITHIN THE COMMUNITY.
2. TO MAINTAIN A BALANCED ENVIRONMENT WHERE PHYSICAL DEVELOPMENT CAN OCCUR WITH MINIMUM ADVERSE EFFECT ON THE NATURAL RESOURCES OF THE AREA.
3. TO PROTECT AND PRESERVE ALL OUTSTANDING AREAS OF NATURAL VEGETATION, WILDLIFE, AND ADEQUATE RESOURCES.
4. PROTECT THE HIGH QUALITY OF AIR AND WATER RESOURCES CONSISTENT WITH ADOPTED FEDERAL, STATE AND LOCAL STANDARDS.

## Policies

1. The natural resources and features of a site proposed for development shall be one of the planning factors determining the scope and magnitude of development.
2. Particular attention shall be given to protection of the natural regiment in the planning, environmental review, and completion of all subdivisions, land development or land alteration projects.
3. Conservation of the natural landscape, including minimizing disturbance to natural terrain and vegetation, shall be an overriding consideration in the design of any subdivision or land development project, paying particular attention to its protection and the preservation of existing native vegetation.
4. Removal of vegetation shall be minimized and where removal is necessary, replanting erosion, maximize re-oxygenation, and retain the aesthetic qualities of the community.
5. In landscaping of individual sites and replanting where original vegetation has been destroyed or removed, the emphasis shall be on use of native rather than exotic plants. In areas of high risk, however, it may be preferable to introduce carefully chosen exotics with high fire resistance characteristics.



6. Those areas rich in wildlife or of a fragile ecological nature, e.g. areas of rare or endangered species of plants, riparian areas, etc., shall be avoided in land development. Where necessary, in order to preserve these areas, they should be publicly acquired to ensure protection.
7. An inventory of important natural resources, such as streams, bodies of water, wildlife habitat, vegetation, and geological features shall be created so that they may be more easily identified during project review and specific measures can be designed for their protection.
8. Site specific geotechnical investigations shall be required on a project by project basis.
9. Encourage development activities in areas of least environmental-sensitivity.
10. Continue to identify and preserve any rare, significant or endangered environmental features and conditions.
11. Encourage the use of ecologically innovative techniques in any future development.
12. Assure that removal of economic mineral resources does not conflict with surrounding land uses.
13. Encourage the continued use of the Williamson Act to preserve productive agricultural lands.
14. Promote energy conservation in any future land use decisions.
15. Retain in their natural condition all stream influence areas, including flood plains and riparian vegetation areas, while allowing for limited stream crossings for public roads, trails, and utilities.
16. Identify and protect all important fish and wildlife areas within the plan boundaries.
17. A qualified biologist shall delineate those areas rich in wildlife or of a fragile ecological nature. These areas shall be preserved through land use regulation or through dedication or acquisition where necessary.
18. Environmental impact studies shall take into consideration the impact of development proposals on wildlife habitats.

19. Land use regulations shall be used to prevent damage to vegetative ground cover.
20. A Tree Preservation Ordinance for the Granite Bay Community Plan area shall be adopted and implemented.
21. Blocks of undisturbed oak woodlands and annual grass-land habitat that have significant value to wildlife shall be preserved as Open Space. Resource Conservation Zones, or the equivalent, where an appropriate mechanism to do so can be identified.
22. Field studies shall be required to document the location of vernal pools and preserve priority vernal pools in the Granite Bay Community Plan area.
23. Site specific surveys shall be required prior to development to delineate wetlands in the Granite Bay Community Plan area. All development proposals involving wetlands shall be coordinated with the California Department of Fish and Game, Corps of Engineers, and U.S. Fish and Wildlife Service. A "no-net-loss" policy requiring preservation of all wetland sites or preservation of priority wetlands and compensation for wetland losses should continue to be implemented by these agencies.
24. Field studies to document the possible occurrence of special status plants and wildlife in vernal pools shall be required and the species and their vernal pool habitats shall be preserved if they occur.
25. Continue to monitor and control land uses which threaten to deteriorate air and water quality.
26. Review proposed projects for their potential adverse affect on air and water quality.
27. Encourage application of measures to mitigate erosion and water pollution from earth disturbing activities such as land development and road construction.
28. Control of fugitive dust at construction sites by the use of water and other reasonable dust controls shall be required.
29. Developers shall be required to comply with additional mitigation measures that may be required by the Air Quality Plan Update.

30. Developers shall be required to submit a CALINE 4 CO hotspot computer analysis for all new projects and provide additional mitigation, if required by the Air Pollution Control District.
31. The contribution of vegetation and water areas in maintaining the air quality shall not be overlooked in any major land use proposals.
32. Urban/Suburban development within the Folsom Lake Watershed shall be strongly discouraged. Water quality of Folsom Lake shall be monitored.
33. The standards of the Placer County Grading Ordinance and Resources section of the Granite Bay Community Plan shall be implemented for all projects in the Granite Bay area.
34. Construction activities within floodways shall generally be prohibited.
35. Streambed Alteration Agreements shall be required from the California Department of Fish and Game prior to any construction activity within any waterways.
36. Grading activities shall be prohibited during the rainy season.

#### DISCUSSION:

##### Natural Resources

##### Soils

A comprehensive soil evaluation was performed for the land in the Granite Bay area by the United States Soil Conservation Service in 1974. A discussion of the predominant soil type in the Plan appears in the Description of the Study Area of this report. A soils map and interpretative information listing specific soil types within various soil series categories appears in the EIR and Technical Supplement.

##### Geology

Mapping of the surface geology of the area was completed by a consulting geologist in March, 1974. A brief discussion of geology appears in Section I of this text under the Description of the Study Area. The surface geology map showing the distribution of rock units and fault lines is located in the EIR and Technical Supplement.

### Hydrology

An analysis of groundwater availability in the community was prepared by a consulting geologist in 1974. A summary of groundwater is located in the Description of the Study Area in this text under Geology. A detailed discussion of groundwater is presented in the EIR and Technical Supplement.

### Vegetation

A summary of vegetation appears in the Description of the Study area of this text. Photographic analysis of color infrared aerial photography and field observations were used by a consultant in preparing the vegetation map, which appears in the EIR. The color infrared aerial photography was flown at a time of year (May, 1974) which best showed the desired vegetative relationships pertinent to the study.

### Climate

Climate data was obtained from the California Dept. of Water Resources and the U.S. Weather Bureau. A summary appears in the Description of the Study Area of this text. Detailed temperature and humidity data appears in the EIR.

### Fish and Wildlife

The California Dept. of Fish and Game prepared an inventory of fish and wildlife habitat in the community. A summary appears in the Description of the Study Area in this text. Complete listing of animals, birds and fish habitat in the area along with recommended preservation techniques are presented in the EIR.

### Air Quality

Air Quality data was compiled by the Placer County Air Pollution Control District. A summary of their findings appears in the Description of the Study Area in this text. Data summarizes providing air quality levels from the Sierra College monitoring site are presented in the EIR addendum.

### Implementation

A grading ordinance has been adopted in an effort to control the adverse effects of earth disturbance on future sites to be developed. Also, tree removal should be kept to a minimum especially those trees native to the area which are not a hazard.



Flood plains should be preserved. There should be no removal of vegetation or development allowed, except that necessary to maintain the stream's drainage capability and such work as may be permitted by the Placer County Flood Damage Prevention Ordinance.

Special setbacks, originally established with the 1975 Loomis Basin General Plan, have been retained and expanded upon in the Granite Bay Community Plan. These call for a building setback of 100 feet from the centerline of the permanent and intermittent streams or creeks or the limits of the 100-year floodplain, whichever is greater. Many of the creeks affected are shown on the Community Plan and zoning map of the Granite Bay area. The streams and their buffer areas shall be delineated on all subdivision maps as open space. This setback is used since the exact extent of the 100 year floodplain for most of the creeks is not known. With new development projects, the 100 year floodplain of any affected creek should be identified and the project designed to preserve these areas, especially where significant riparian areas exist. The Placer County Flood Control and Water Conservation District is preparing a Master Drainage Plan which will systematically identify and propose flood control measures on a regional basis. A full time engineer is now employed by the district, and a consultant in hydrology is under contract for major tasks in development of the master plan. Further, it is anticipated that an early effort of the district will be to implement a comprehensive floodway maintenance program to improve the efficiency of natural channels to the extent acceptable considering environmental concerns and where improvements in a channel's efficiency can result in an overall reduction of flooding.

A Resource Conservation Zone (RCZ) Program and Overlay District could be established within Granite Bay. The establishment of such a Resource Conservation Zone Program would be an important element in mitigating the significant environmental impacts associated with buildout of the proposed Plan. The Program would assist in preserving the natural and social values of significant resources and preserve areas with special environmental significance and high sensitivity to development.

A RCZ Program could be carried out in three phases.

First, existing resources in Granite Bay could be inventoried and overlay maps developed showing the location of significant resources worthy of preservation. During this phase potential areas containing significant resources would be identified and evaluated against objective criteria to assess their importance. Resources to be inventoried include, but are not limited to, soils/agricultural resources, hydrologic resources, vegetation, wildlife and aquatic resources, historic, cultural and archeological resources, geologic resources, open space and scenic resources.

Second, amendments to the zoning ordinance and model performance standards would be developed to preserve significant resources. Zoning districts similar to an RCZ have been successfully implemented by other jurisdictions, including Santa Cruz, Marin and Shasta Counties.

Finally, programs involving acquisition and/or dedication of RCZ lands could be developed and implemented. There are a number of options available of either acquiring fee title or development rights for significant resources. During this phase funding options will be investigated and funding sources obtained as necessary.

## **B. OPEN SPACE ELEMENT**

Purpose: The purpose of the Open Space Element is to identify limited and valuable natural resources of the area that need to be preserved.

### GOALS

1. TO PRESERVE AND ENHANCE OPEN SPACE LANDS TO MAINTAIN THE NATURAL RESOURCES AND RURAL CHARACTERISTICS OF THE AREA
2. TO PROTECT AND PRESERVE THOSE AREAS NECESSARY TO THE INTEGRITY OF THE NATURAL PROCESSES WITH SPECIAL EMPHASIS ON, BUT NOT LIMITED TO, THE WATER REGIMEN.
3. TO PROTECT AND PRESERVE OPEN SPACES VITAL FOR WILDLIFE HABITAT AND OTHER AREAS OF MAJOR OR UNIQUE ECOLOGICAL SIGNIFICANCE.
4. TO PROTECT THE NATURAL BEAUTY AND MINIMIZE DISTURBANCE OF THE NATURAL TERRAIN AND VEGETATION.

5. TO PERMIT EXISTING AGRICULTURAL USES TO CONTINUE, AND TO CONSERVE LANDS MOST SUITABLE FOR AGRICULTURAL USES WHILE ALLOWING RESIDENTIAL OCCUPANCIES.
6. TO PROVIDE OPEN SPACE FOR RECREATIONAL NEEDS AND FOR THE PRESERVATION OF BUILDINGS AND SITES OF ARCHAEOLOGICAL, HISTORICAL AND CULTURAL SIGNIFICANCE.
7. TO CONSERVE THE VISUAL RESOURCES OF THE COMMUNITY, INCLUDING THE IMPORTANT VISTAS, SUCH AS THOSE OF THE HILLSIDES AS SEEN FROM THE VALLEY BELOW, AND THOSE OF THE VALLEY AS SEEN FROM THE HILLSIDES.
8. TO PROVIDE OPEN SPACE TO SHAPE AND GUIDE DEVELOPMENT AND TO ENHANCE COMMUNITY IDENTITY.

#### Policies

1. Encourage both private and public ownership and maintenance of open space.
2. Protect natural areas along creeks and canals.
3. Encourage scenic or greenbelt corridors along major transportation routes. Roads and other public works shall incorporate beauty as well as utility, safety, and economy.
4. Preserve outstanding visual features and landmarks.
5. Preserve productive agricultural lands as regional open space.
6. Areas hazardous to the public safety and welfare shall be open or predominantly open. This category includes:
  - a. Areas subject to landslide or with severe slope instability problems.
  - b. Streams and other areas subject to flooding by the 100 year storm.
  - c. Areas with high fire risk.
  - d. Areas of high noise exposure.
7. Open spaces should be linked visually and physically to form a system of open spaces. Where appropriate, trails shall connect open space areas. Dedication of easements shall be encouraged or required as lands are developed and built.
8. Development on private lands should be planned and designed to provide for preservation of open space.

9. Because the dominant features of the Planning Area contributing to the open quality are the natural land forms and vegetation, structures should be subordinated thereto. Only in the confines of individual sites should structures be allowed to be dominant.
10. The scale of building, the siting of structures, and the design and materials of construction shall be harmonious with the natural setting so that the visual quality of open spaces will not be unreasonably impaired.
11. Natural resources other than water shall not be extracted from areas of dedicated open space.
12. Both public and private efforts shall be directed to preserving open space values of historical landmarks.
13. Stream corridors shall be left in an open, natural condition, except for structures or uses which are compatible with stream corridors.
14. In the design and development of new subdivisions the following types of areas and features shall be preserved as open spaces to the maximum extent feasible: high hazard areas, scenic and trail corridors, streams, streamside vegetation, other significant stands of beneficial native vegetation, and any areas of special ecological significance.
15. The Community will use its implementing ordinances, such as subdivision and zoning, to assure that valuable open space resources on both public and private properties will be preserved.
16. A variety of vistas shall be provided and preserved, ranging from the small enclosed private views to the more distant views shared by many people.

#### Discussion

Open space means many things to many people and has many scales and many forms. It can be a wooded mountainside, rolling grasslands, oak studded hills, streamside areas, a local park, a scenic road, or the intimate open space on one's "own backyard". Open space, then, is a three dimensional concept and most simply may be defined as all of the space above the surface of the earth which is not occupied by structures.



Open space land is any parcel or area of land or water essentially unimproved and designated for any of the open space uses defined in Section 65560 of the Government Code of the State of California. These open space uses include open space for: health and safety; natural resource preservation; outdoor recreation; and managed production of natural resources.

These open space resources are protected through the dedication of certain rights of development and use to the community, in the public interest, while the land remains in private ownership. These protective easements are deemed to be an important adjunct to the implementation of the community's primary planning goal of maintaining its rural quality.

As a condition of approval for development projects, the community may require the dedication of open space lands or the payment of open space mitigation fees in order to:

1. Protect the natural vegetation, terrain, water course, historic or cultural resources, scenic vistas and wildlife; and
2. Prevent or limit drainage, erosion, geologic hazards and water quality problems.

Development in open space easements will be less than that allowed in the applicable zoning district. Generally, low intensity activity such as trails, pasturing or minimal planting of native plants may be allowed in these easements, while most structures are not.

There are various categories of open space lands to be considered in the Granite Bay area. These open space areas are a valuable aesthetic resource to the community that should be preserved. The following is a list of open space categories.

1. Open Space for the Preservation of Natural Resources

These areas would include lands for the preservation of plant and animal life including habitat for fish and wildlife species. A protective corridor is being recommended along major creeks in the riparian vegetation areas as a means to eliminate the encroachment of development in these environmentally sensitive areas. This protective corridor will also help to preserve the water quality of the major waterways in the area.

2. Open Space for the Managed Production of Resources

Included in this category would be any agricultural lands of economic importance used in the production of food or fiber. Also included would be any major mineral deposit areas, including those in short supply.

3. Open Space for Outdoor Recreation

Included in this category would be several outstanding scenic routes (Auburn-Folsom Road, Sierra College Blvd.). Also included would be greenbelts along major County roads to provide an aesthetically pleasing drive as well as creating a noise buffer. There would also be park sites and school property dedicated to play-ground use, as well as access points to areas such as Folsom Lake. Even smaller open space areas surrounding individual residences in rural areas when considered in the aggregate constitute a sizable area of visually open landscape.

Implementation

Lands producing agricultural products should be zoned farm or agriculture with a large minimum lot size. Mineral deposit areas should have a mineral reserve zone established on them to not only protect the site, but serve as a notice to potential buyers in the area of the existing use of the land. Also, the Placer County Grading and Flood Damage Prevention Ordinance should be strictly enforced to avoid inappropriate work within flood plains and riparian areas.

C. CULTURAL RESOURCES ELEMENT

Purpose: The intent of the cultural resources section is to determine goals and policies affecting historic areas and recreation facilities for the area.

GOALS

1. PRESERVE AND ENHANCE ALL SIGNIFICANT HISTORIC AND ARCHAEOLOGICAL SITES AND FEATURES
2. PROVIDE A VARIETY OF PARK AND RECREATION FACILITIES TO MEET THE NEEDS OF ALL SEGMENTS OF THE POPULATION LIVING IN THE GRANITE BAY AREA.

3. DESIGNATE, PROTECT, AND CONSERVE THE NATURAL RESOURCES OF THE AREA ESPECIALLY WHERE SUCH RESOURCES CAN ADD TO THE VARIETY OF RECREATION ACTIVITIES AVAILABLE.
4. TO MAINTAIN SOME FLEXIBILITY IN THE DEVELOPMENT OF PARK AREAS TO ALLOW FOR CHANGING TRENDS IN RECREATION ACTIVITIES.
5. IN THE LONG TERM, ESTABLISH A PUBLIC AGENCY OR DISTRICT TO GENERATE FUNDS FOR THE MAINTENANCE, OPERATION, AND DEVELOPMENT OF PARK AND RECREATION FACILITIES.

#### Policies

1. Identify and protect from destruction and abuse all representative and unique historical and archaeological sites.
2. Encourage and promote legislation for the protection of notable historical sites and artifacts.
3. Provide future park facilities in accordance with park standards and location guidelines as set forth in the parks plan (Recreation Element).
4. Require the dedication of land and/or payment of fees, in accordance with state law, in order to acquire and develop public recreation facilities.
5. Support and cooperate with volunteer groups and organizations that provide recreation activities for area residents.
6. Continue to work with the schools in the area on the development of joint-use recreation facilities.
7. Promote the establishment of a connected trail system for bicyclist, equestrian, and pedestrian use.
8. Encourage compatible recreational use of riparian areas along streams and creeks in the area where feasible.
9. Promote the maximum provision of active and passive recreational open space in future residential areas.
10. Encourage private recreation developments to help meet the demand for facilities.
11. Encourage private recreation centers within large residential developments to off-set the demand for public facilities.

12. Coordinate the development of trails and other recreation facilities with other public agencies such as State Parks.
13. Create a separate Recreational Region for the Granite Bay area for the purpose of collecting and spending Park Dedication Fees.
14. Encourage the inclusion of new subdivision lands in a county service area to generate funds to operate and maintain new public park facilities to be provided in this area.

### History

The Granite Bay area has a rich history. It began with the initial inhabitation by the Maidu Indians and continued through the Gold Rush era when miners, farmers and business moved into the area to seek their fortune.

Many remnants of the past history of the Granite Bay area remain today. Most of these sites have been noted in the Placer County Recreation Element of the General Plan. The Rose Spring House and Union House were sites along the stageline which came into existence and were sustained for a time by the inhabitants and travelers in the Basin. Also Pine Grove was a mining settlement of 1500 people. The name was later changed to Smithville and moved closer to the Central Pacific Railroad.

It is important that all historical sites are protected from destruction or demolition. The few remaining structures in the area should be protected by the existing owners or purchased by the public.

### Recreation

In December, 1986, the Granite Bay-South Placer Park Development Plan was adopted which will serve as the Recreation Element for this Plan. Projected recreation needs and facilities are identified to the year 2000.

### Implementation

Any historical sites not identified by sign or monument as a part of some state or federal program should be identified and signed by the Placer County Historic Advisory Board.



## IV. HEALTH AND SAFETY

The Health and Safety Section contain the State-mandated General Plan Elements for Noise and Safety.

### A. NOISE ELEMENT

Purpose: The purpose of this section is to determine critical noise areas and provide a means to achieve noise-compatible land uses in the vicinity of existing or planned noise producing sources.

#### Goals and Policies

Goal: TO PROTECT THE HEALTH, SAFETY, AND WELFARE OF THE GRANITE BAY AREA RESIDENTS BY PROVIDING A LIVABLE ENVIRONMENT FREE FROM EXCESSIVE NOISE.


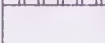





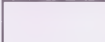

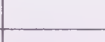



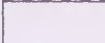

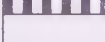



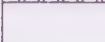
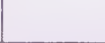
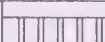
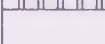


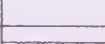



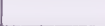




#### Policies

1. Locate noise-sensitive land uses within areas of acceptable community noise equivalent levels.
2. Encourage the use of green belts or natural areas along roadways as a design feature of any development in order to mitigate noise impacts.
3. Continue program of monitoring noise sources to assure conformance with noise standards adopted in the Placer County Noise Element.
4. Avoid the interface of noise-producing and noise-sensitive land uses.
5. Require implementation of noise abatement techniques within new projects where warranted.
6. Require Traffic Noise Mitigation for Low Density Residential land uses located along major arterials.
7. Require project specific noise studies for most commercial, office, public, institutional and residential projects
8. Limit construction activities to daytime hours (7 a.m. to 7 p.m. Monday through Friday).

Table 5 explains acceptable noise exposure levels based on the standards adopted in the Placer County Noise Element in 1977.

TABLE 5

## NOISE EXPOSURE LEVELS

LAND USE CATEGORY	COMMUNITY NOISE EXPOSURE $L_{dn}$ OR CNEL, dB					
	55	60	65	70	75	80
RESIDENTIAL - LOW DENSITY SINGLE FAMILY, DUPLEX, MOBILE HOMES						
RESIDENTIAL - MULTI.FAMILY						
TRANSIENT LODGING - MOTELS, HOTELS						
SCHOOLS, LIBRARIES, CHURCHES, HOSPITALS, NURSING HOMES						
AUDITORIUMS, CONCERT HALLS, AMPHITHEATRES						
SPORTS ARENA, OUTDOOR SPECTATOR SPORTS						
PLAYGROUNDS NEIGHBORHOOD PARKS						
GOLF COURSES, RIDING STABLES, WATER RECREATION, CEMETERIES						
OFFICE BUILDINGS, BUSINESS COMMERCIAL AND PROFESSIONAL						
INDUSTRIAL, MANUFACTURING UTILITIES, AGRICULTURE						
RURAL RESIDENTIAL, OPEN SPACE						



NORMALLY ACCEPTABLE



CONDITIONALLY ACCEPTABLE



NORMALLY UNACCEPTABLE



CLEARLY UNACCEPTABLE

## B. SAFETY ELEMENT

### 1. Seismic Safety

Purpose: The purpose of this section is to identify and appraise seismic hazards in the area and recommend goals and policies to reduce the loss of life, injuries, damage to property and economic and social dislocations resulting from future seismic activity. Also included are safety considerations dealing with the potential hazards of fire and flooding.

#### Goals and Policies

Goal: TO PROTECT THE LIVES AND PROPERTY OF THE CITIZENS OF THE GRANITE BAY AREA FROM UNACCEPTABLE RISK RESULTING FROM SEISMIC AND GEOLOGIC HAZARDS.

#### Policies:

1. Maintain strict enforcement of seismic safety standards for new construction contained in the Uniform Building Code.
2. Review future developments using all available seismic data and considering recommendations from the Placer County Seismic Safety Element.
3. Require soils or geologic reports for construction or extensive grading in potential seismic problem areas.
4. Implement fully the provisions of the Grading Ordinance which applies to the Granite Bay area.

#### Discussion

Most of the surface of the Plan area consists of deeply weathered or resistant outcrops of granitic rocks, quartz diorite and granodiorite, which range from 125 to 136 million years old.

The surface geology map included in the EIR shows the distribution of eight rock units and three unconsolidated alluvial units. Two faults are also delineated on the map. They have not been active historically and there is no evidence that there has been fault activity within the area for the last 6 to 8 million years.

A complete geologic history of the area as well as a detailed discussion of rock units and ground water availability is included in the EIR.

Generally, the area is considered to be in a low geologic hazard category. Geologic hazards are presently limited to small slumps and landslides. Naturally occurring erosion is a hazard only on a small scale.

## 2. Fire Protection

Goal: PROTECT THE CITIZENS OF THE GRANITE BAY AREA FROM LOSS OF LIFE WHILE PROTECTING PROPERTY AND WATERSHED RESOURCES FROM UNWANTED FIRES THROUGH PREPLANNING, EDUCATION, FIRE DEFENSE IMPROVEMENTS, AND FIRE SUPPRESSION.

### Policies:

1. Ensure that all proposed developments are reviewed for fire safety standards by local fire agencies responsible for protection, including providing adequate water supplies and ingress and egress.
2. Maintain strict enforcement of the Uniform Building Code and the Uniform Fire Code.
3. Encourage and promote installation of smoke detectors in existing residences within the County which were constructed prior to the requirement for their installation.
4. Encourage continued use of education programs in schools, service clubs, industry, etc. by fire protection agencies to foster public awareness of local fire hazards.
5. Inventory and eliminate structurally unsafe and fire hazardous housing units which are considered reasonably beyond repair or rehabilitation.
6. Establish a program whereby new development pays the cost of new capital improvements necessary to provide the fire district with new fire stations, equipment and apparatus necessary to achieve the desired level of service, and to serve new development in the Granite Bay area.

### Implementation

The South Placer Fire District currently provides fire protection throughout the Granite Bay area. On-going maintenance and operation costs are met with the district's current tax rate and special tax. The cost for capital improvements to serve new developments, however, cannot be met by the district without



additional revenues. Based on the anticipated new development in the area, the district has identified the need for two new fire stations, the relocation of a third, and the engines and equipment to support fire protection services for the new development. Based on current costs, the district has identified the need for \$577,000 in capital improvements, or \$150 per new residence and \$.15 per sq. ft. of new commercial building space. The County should adopt an ordinance which requires the payment of such fees in order to adequately protect new development in the area.

### 3. Police Protection

Goal: PROVIDE ADEQUATE POLICE PROTECTION SERVICES THROUGH THE PLACER COUNTY SHERIFF'S DEPARTMENT TO DETER INCREASES IN CRIME AND TO MEET THE GROWING DEMAND FOR SERVICES WHICH THE INCREASING POPULATION AND COMMERCIAL ENTERPRISES IN THE AREA REQUIRE.

#### Policies

1. Identify a means by which new development in the area can be charged with the increasing criminal justice services costs which they generate.
2. Attempt to reduce response time and increase service levels through circulation system improvements.
3. Seek to maintain Sheriff's Department staff levels at an acceptable level as determined by the Board of Supervisor's and County Executive's Office.
4. Consider public safety issues in all aspects of commercial and residential project design.

#### Implementation

The Placer County Sheriff's Department currently provides services to the Granite Bay area through the Sheriff's substation in Loomis. The current ratio of deputies to residents is 1 per 1,142 people. Due to budget/personnel constraints and rapid growth in the area, response times are not as rapid as they should be and are getting worse. It is recommended that the County seek alternative means of funding the increased level of service which the population density of the area requires, and that consideration be given to locating a Sheriff's substation in the area at some point in the future.

#### 4. Flood Hazard

Goal: PROTECT THE LIVES AND PROPERTY OF THE CITIZENS OF THE GRANITE BAY AREA FROM UNACCEPTABLE RISK RESULTING FROM FLOOD HAZARDS

##### Policies

1. Continue to work closely with the U.S. Army Corps of Engineers and Resource Conservation District in defining existing and potential flood problem areas.
2. Evaluate potential flood hazards in an area prior to the approval of any future development.
3. Continue to implement zoning policies which minimize potential loss of property and threat to human life caused by flooding.
4. Maintain natural conditions within the 100-year flood plain of all streams except where work is required to maintain the stream's drainage characteristics and where work is done in accordance with the Placer County Flood Damage Prevention Ordinance.
5. A Grading Ordinance specific to the Granite Bay Community Plan area should be implemented.
6. New construction shall not be permitted within 100 feet or the 100 year floodplain, whichever is greater, of intermittent and permanent streams.

##### Implementation

It is recommended that the county adopt a grading ordinance with specific provisions which address the protection of flood-plains from any development activity which would alter the flood characteristics of the stream.

Further, it is recommended that known areas of flooding problems be identified and corrective measures carried out as a part of any new development project which would affect such areas.

The development of solutions to flooding problems within Granite Bay will be regional in approach and will consider the interrelationships between hydrology, geology, botany, biology and ecology. Solutions which reduce damages from flooding and stream bank instability, while at the same time protect, restore and enhance the natural stream system, including its riparian vegetation and wildlife will be emphasized.

## V. PUBLIC/QUASI-PUBLIC SERVICES

This Public Services section contains the State-mandated circulation element of the General/Community Plan as well as a discussion of other public or quasi-public services. (Fire protection is covered in the section regarding safety.)

### A. TRANSPORTATION/CIRCULATION ELEMENT

#### Purposes

The purposes of the transportation/circulation element of the Granite Bay Community Plan are:

- a. To describe existing and future traffic conditions as the area and region are developed.
- b. To devise a method of ensuring desirable levels of service on the area's road network.
- c. To establish a Capital Improvement Program (CIP) to accommodate future traffic volumes
- d. To establish a financing plan to fund the CIP.
- e. To provide for necessary and desirable pedestrian, equestrian, and bicycle facilities.
- f. To provide for future transit needs of the plan area.
- g. To help maintain air quality by reducing total vehicle miles traveled (VMT).
- h. To identify and implement Transportation Systems Management (TSM) strategies for the plan area in order to reduce peak-period traffic.

#### GOALS

1. A SYSTEM OF NATURALLY SCENIC ROADS, PATHS, AND TRAILS SHALL BE ESTABLISHED AND MAINTAINED. EXISTING RESIDENTIAL ROUTES IN GRANITE BAY SHALL BE PRESERVED AND ENHANCED AS SAFE, SCENIC ROUTES.
2. TRANSPORTATION FACILITIES SHALL BE SUFFICIENT TO ALLOW SAFE, PLEASANT, AND REASONABLY CONVENIENT TRAVEL BETWEEN PARTS OF THE GRANITE BAY COMMUNITY BY MODES OF TRAVEL APPROPRIATE TO THE NATURE AND PURPOSE OF THAT TRAVEL. SAFE ACCESS SHALL BE PROVIDED FOR ALL PROPERTIES WITHIN THE COMMUNITY.

3. DEVELOPMENT OF ARTERIAL HIGHWAYS SHALL BE AVOIDED TO THE EXTENT THAT THEIR EXISTENCE AND USE WOULD DESTROY THE RURAL CHARACTER OF THE GRANITE BAY COMMUNITY. HOWEVER, IT IS EXPRESSLY RECOGNIZED THAT THE CAPITAL IMPROVEMENT PROGRAM (CIP) INCLUDED IN THIS COMMUNITY PLAN IS NOT IN CONFLICT WITH THIS GOAL.
4. SAFE AND EFFICIENT TRANSPORTATION SYSTEMS SHALL BE PROVIDED FOR RESIDENTS OF THE PLAN AREA AND OTHERS WHO USE THE SYSTEM.
5. "THROUGH" TRAFFIC WHICH MUST PASS THROUGH THE COMMUNITY SHALL BE ACCOMMODATED IN A MANNER WHICH WILL NOT ENCOURAGE THE USE OF RESIDENTIAL OR PRIVATE ROADS, PATHS, OR TRAILS. "THROUGH" TRAFFIC SHALL BE DIRECTED TO APPROPRIATE ROUTES (SUCH AS DOUGLAS BLVD., AUBURN-FOLSOM ROAD, SIERRA COLLEGE BLVD., ETC.) IN ORDER TO MAINTAIN THE COMMUNITY'S RURAL QUALITY AND NATURAL ENVIRONMENT AND TO PROVIDE FOR PUBLIC SAFETY. LOCAL AREAS WITHIN THE COMMUNITY SHALL BE CONNECTED TO MAIN PATHS, TRAILS, AND THOROUGHFARES IN ADJOINING AREAS.
6. THE CAPITAL IMPROVEMENT PROGRAM (CIP) SUFFICIENT TO ENSURE LEVEL OF SERVICE (LOS) C SHALL BE IMPLEMENTED AS DEVELOPMENT OCCURS IN THE PLAN AREA.
7. SUFFICIENT FUNDING SHALL BE AVAILABLE TO FUND PROJECTS IN THE CIP.
8. A COMMUNITY TRAILS SYSTEM SHALL BE CONSTRUCTED AND MAINTAINED TO:
  - A. FOSTER SAFE, PLEASANT, AND CONVENIENT TRAVEL BY FOOT, HORSEBACK, OR BICYCLE WITHIN THE COMMUNITY.
  - B. PROVIDE RECREATIONAL OPPORTUNITIES TO RESIDENTS OF THE COMMUNITY, AND
  - C. CONNECT LOCAL TRAILS TO REGIONAL TRAIL SYSTEMS.
9. PUBLIC AND PRIVATE TRANSIT USE SHALL BE ENCOURAGED. OPPORTUNITIES FOR PUBLIC TRANSPORTATION SHALL BE EXPANDED. MEANS OF TRAVEL OTHER THAN THE PRIVATE AUTOMOBILE SHALL BE EXPLORED.
10. TRANSPORTATION SYSTEMS MANAGEMENT (TSM) STRATEGIES SHALL BE ENCOURAGED TO REDUCE PEAK-PERIOD TRAFFIC AND TOTAL VEHICLE MILES TRAVELED (VMT).



## Policies

1. Whenever the design of any new road or change in any existing road within the Granite Bay Area is being considered, great care shall be taken to assure that the scenic character and rural residential qualities of the areas affected will be maintained.
2. The number and extent of roadway cuts and fills required in construction, reconstruction, and road maintenance shall be kept to a minimum consistent with standard design practices.
3. Contouring and planting of cut-and-fill slopes shall be an integral part of the road design, construction and maintenance process; effective planting of these slopes with trees, shrubs, and groundcover is necessary for erosion control and to restore the scenic quality of the road corridor.
4. Roads, trails, and paths should be designed and constructed to minimize erosion and other disturbances to the natural terrain and vegetation. Such facilities shall be designed for economical maintenance.
5. Scenic or conservation easements over properties adjacent to the roadway may be needed to insure preservation of a vista from the road and to preserve the natural, rural character of the community.
6. A program for undergrounding overhead utility wires shall be established to protect and enhance the scenic qualities of local roads and thoroughfares.
7. The rights-of-way of roads should be wide enough to accommodate appropriate road paving, trails, paths and bikeways, drainage, public utility services, and substantial trees and shrubs.
8. Street lights, traffic lights and signs shall be kept to a minimum.
9. Off-road vehicular parking is the responsibility of individual land owners. On-road parking is usually not appropriate.
10. The level of service (LOS) on major roadways (i.e., arterial and collector routes) and intersections identified in the CIP shall be at Level "C" or better. (See page 68 for additional information.) The first

priority for available funding shall be the correction of potential hazards. Land development projects shall be approved only if LOS C can be sustained on the CIP roads and intersections after: a) traffic from approved projects has been added to the system, and b) improvements funded by this program have been constructed. (At several locations, this will result in temporary slippages in LOS C until adequate funding has been collected for the construction of program improvements.) Provision shall not be made for any freeways (such as the I-80/State Highway 50 "beltway") within the Granite Bay Community Plan area.

11. Capital improvements shall be undertaken in response to buildout of the area. Traffic mitigation fees to fund the CIP described in this Plan shall be required as a condition of approval for all land development projects within the plan area. On-site and "frontage" improvements of projects which comprise the CIP shall be required as conditions of approval for all land development projects. Priority and scheduling of projects from the CIP shall be determined by the Placer County Board of Supervisors.
12. Traffic mitigation fees shall be collected from all land development projects. Fee programs shall be based on potential traffic generation from such projects as may be estimated by using standard reference sources as the Institute of Transportation Engineers (ITE). Fees shall be collected when building permits are issued.
13. Roads shall be designed and maintained to encourage safe, alternative forms of transportation that contribute to a rural atmosphere (such as: walking, bicycling, riding, and public transportation).
14. Trails and paths intended for general circulation shall provide reasonably direct and convenient routes of travel for potential users. Routes for trails and paths intended primarily for recreational use should enhance the recreation experience.

Regional trails are needed for inter-community travel and to provide access to State and County parks. Regional trails should be located so that they serve the needs of the public and minimize any infringement on the privacy of local residents.

15. Regional bikeways should facilitate travel between communities and provide access to parks. Regional bikeways should be located on or along collector or arterial roads. County or State funds should be sought for construction of regional bikeways.
16. The local public path and trail system shall be linked with the existing private and regional systems and the road system.
17. Trails and paths may be located in the right-of-way of roads, in their own rights-of-way, or in recorded easements over private properties.
18. Paths for use by pedestrians generally shall be located in the right-of-way of public roads, rather than on easements between private properties.
19. As lands are developed, public dedication of trail and path easements shall be required where needed as a part of the community trail and path system for the use of the lot owners and Granite Bay residents. Construction of such trails and paths also shall be required by conditions of approval of land development projects.
20. Local bikeways shall primarily serve the needs of local residents by providing safe and enjoyable circulation within the community.
21. The existing network of dedicated equestrian trail easements within the community, which does not yet constitute a fully usable equestrian trail system, shall be enlarged to form one. Dedicated horse trail easements shall not be abandoned unless there is substantial evidence of no practical use for horse trail purposes.
22. There should be reasonable access to riding trails from all lots on which horses are permitted.
23. Bus stop turn-outs and shelters shall be required at appropriate locations as conditions of approval of development. Park-and-Ride areas shall be required at

appropriate locations as conditions of approval of development. Other facilities or programs to encourage ridesharing may be required.

24. Timing and distribution of traffic onto the road network from major traffic generators (such as Folsom Lake State Recreation Area, schools, employment centers, etc.) shall be managed to avoid peak periods. The relationship between employment and housing within the Plan area shall be monitored. The LOS C performance standard shall also be established as a policy to reduce total vehicle miles travelled and otherwise help to preserve air quality. (See discussion beginning on page 68 for additional information.)

#### EXISTING TRANSPORTATION SYSTEM

##### Highways and Roads:

The major highway serving the Granite Bay Community Plan area is Interstate 80. This highway is the main transportation route between Sacramento and Auburn. This highway provides a high level of service for commuters, recreationists, commercial trucking, travelers, etc. At present, there are three interchanges on I-80 (Douglas Blvd., Rocklin Road, and Sierra College Blvd.) that provide transportation access to the plan area. These interchanges were designed to allow widening of the freeway and have the capacity to handle present traffic loads. A new interchange for Atlantic Street in Roseville is presently under construction; this new interchange will also serve the Plan area.

Douglas Blvd., Rocklin Road, Sierra College Blvd., and Auburn-Folsom Road are the major arterials that presently provide through traffic routes to other portions of the County. They also serve as accesses to Folsom Lake, a major recreation area.

Public transit, especially to serve commuters, is a viable alternate mode of travel for some Granite Bay residents. A system is operating currently from Roseville to the Sacramento metropolitan area. Three full-sized transit coaches are operated daily by Greyhound Lines, Inc., under contract to the City of Roseville. Placer County participates financially by helping to underwrite the operation of this system.



Placer County Transit currently operates between Auburn and Roseville with a limited schedule to the Granite Bay area. Public Park-and-Ride lots presently exist at several interchanges along I-80; several subdivisions have designated Park-and-Ride areas within their boundaries which are available to residents.

#### Air Travel

There is presently no air service to the Granite Bay area and there are no plans for airports in the proposed Community Plan. The nearest facilities are the Auburn and Lincoln airports. Small plane owners in the area should be encouraged to use the Lincoln facility.

#### Transportation Systems Management (TSM)

The State Department of Parks and Recreation has remote, changeable-message signs along Auburn-Folsom Road and Douglas Blvd. that advise traffic when Granite Bay is closed because of having reached maximum capacity. Several large employers in the industrial area north of Roseville allow flex-time and/or schedule shift changes at other than normal times; this creates the opportunity to avoid peak-period traffic for those employees who are residents of the Plan area. A TSM monitoring and information program is in place for employees in the State Highway 65 Bypass area north of Roseville. This program coordinates ridesharing activities and provides an annual report on the jobs/housing ratio for the South Placer area (which includes Granite Bay).

#### Pedestrian, Equestrian, and Bicycle Facilities

An extensive network of hiking and equestrian trails exists within all of Folsom Lake State Recreation Area (FLSRA) that borders the plan area. The Pioneer Express Trail, which connects Discovery Park (at the confluence of the Sacramento and American Rivers) with Auburn, runs through this section of the FLSRA. A continuous, paved biketrail connects Discovery Park with Beal's Point at Folsom Lake (in the southeast corner of the plan area). A 200'+ wide corridor, approximately 2 miles long that connects Auburn-Folsom Road with FLSRA near Boulder Road, was recently obtained from a subdivision developer. Another large subdivision south of Horseshoe Bar Road has been required to improve and dedicate a pedestrian/ equestrian corridor from Auburn-folsom Road to FLSRA.

Sections of separated biketrail have been constructed along Douglas Blvd. so that a continuous trail runs from the Granite Bay park entrance almost to Auburn-Folsom Road. A few other isolated sections of separated trail exist which should become part of an ultimate trail network (see page ). Standard/typical road sections used by the County and the City of Roseville for major roadways provide on-street bicycle lanes in the form of extra-wide shoulders which are sometimes signed and otherwise designated as bike routes.

Concrete curb, gutter, and sidewalk are standard requirements by the County for all subdivision and commercial development in the urban parts of the plan area. However, County policy has allowed subdivision developments without these urban amenities if lots are 1/2 acre or larger.

#### Former Loomis Basin Traffic Limitation Zone and Capital Improvement Program

Before adoption of this Community Plan, the entire Granite Bay Community Plan area had a Traffic Limitation (-TL) combining zone on all underlying zonings (such as residential, commercial, etc.). The fee established by this -TL Zone Ordinance was \$2,000 per dwelling unit. The road improvement projects to be funded by the -TL Zone included several projects that have now been made a part of the Granite Bay Community Plan CIP.

#### South Placer Traffic Study

The Granite Bay Community Plan area is a part of a much larger area of the County for which a detailed traffic study has been developed. This larger study area is approximately bounded by Folsom Lake, Newcastle, Lincoln, Fiddymont Road, and Sacramento County. The study was originally undertaken as a result of the Stanford Ranch project north of State Highway 65 near Rocklin. This very large (3,000+ acres) project created the need for major road improvements and raised questions concerning allocations of limited roadway capacity, cost sharing methods, etc. The study area was then expanded as Placer County and the Cities of Rocklin, Lincoln, and Roseville acknowledged similar and related issues elsewhere. The final adjustment to the "shape" of the study area was to include adjacent sections of Sacramento County where major development is planned (Antelope area, City of Folsom, etc.).

This study is coordinated with even larger efforts by SACOG (Sacramento Area Council of Governments) for the Sacramento regional area and by Caltrans.

A traffic engineering/planning consultant (Omni-Means, Ltd.) was chosen by a competitive process to perform the study; a Technical Advisory Committee (TAC) of staff representatives from Placer County, Caltrans, Rocklin, Lincoln and Roseville was established to guide progress of the study. An existing South Placer Policy Committee comprised of elected Supervisors and City Council members has provided the forum for public involvement in the study and given policy direction.

The scope of work for the traffic study included:

1. An inventory of existing land uses.
2. An inventory of existing General Plan and zoning designations.
3. An inventory of traffic volumes on existing roadways.
4. A distribution model of traffic onto the road network.
5. Calibration of the model to fit existing traffic volumes.
6. Estimates of traffic generation from undeveloped lands.
7. Projection of traffic volumes on the road network at buildout according to General Plans/Zoning.
8. Development of a capital improvement program.
9. Development of a financing plan.
10. Training of County/PCTC staff to maintain and use the traffic model.

This work was completed on schedule and without any major surprises until total traffic from full buildout of the study area was projected. The resulting traffic so overwhelmed available roadway capacity -- even with all feasible improvements in place -- that undesirable levels of congestion would exist almost everywhere in the area. In addition, the industrial areas north of Roseville would generate employment opportunities far exceeding the number of local residents; the result would be a traffic generation to this employment base from the Sacramento area that would exceed the combined capacity of I-80 and the local road network.

The major disclosure of the study was, of course, that land use potential and road network capacity were out of balance. The number of employment opportunities and residents (i.e., potential employees) were similarly imbalanced with unnecessary "imported" trips and vehicle miles travelled (VMT) as a result.

At this point, the Technical Advisory Committee (TAC) discussed several methods of resolving these major problems with our consultant. These included: a) across-the-board, proportional reductions in development potential; b) changes in land use to limit traffic generation at critical points in the study area; c) keeping land use potential unchanged while establishing a performance standard for traffic conditions. Alternatives a) & b) were rejected because of the enormous political difficulty in their implementation, their failure to resolve the jobs-housing imbalance, and their perhaps unnecessary interference in workings of the free market. The TAC decided that the "performance standard" approach was the most promising, and the traffic study has progressed using it as a basis.

The performance standard approach is based on the concept of "level of service" (LOS). LOS is a quantitative and qualitative measure of traffic conditions on isolated sections of roadway or intersections (see Table 6). LOS ranges from level A, with no congestion, to level F, where the system fails with "gridlock" or stop-and-go conditions prevailing. The quantitative basis for determining LOS is the ratio between existing traffic volume (V) and the calculated capacity (C), the "V/C ratio". Normally, intersection capacity will be the limiting factor in an area's road network.



TABLE 6

## LEVEL OF SERVICE DEFINITIONS

<u>Level of Service</u>	<u>Intersection</u>	<u>Highway</u>
A	Uncongested operations, all queues clear in a single signal cycle. $V/C = 0.00 - 0.60^*$	Free flow, vehicles unaffected by other vehicles in the traffic stream
B	Uncongested operations, all queues clear in a single cycle. $V/C = 0.61 - 0.70$	Higher speed range of stable flow. Volume 50% of capacity or less
C	Light congestion, occasional backups on critical approaches $V/C = 0.71 - 0.80$	Stable flow with volumes not exceeding 75% capacity
D	Significant congestion of critical approaches but intersection functional. Cars required to wait through more than one cycle during short peaks. No long queues formed. $V/C = 0.81 - 0.90$	Upper end of stable flow conditions. Volumes do not exceed 90% of capacity
E	Severe congestion with some long, standing queues on critical approaches. Blockage of intersection may occur if traffic signal does not provide for protected turning movements. Traffic queue may block nearby intersection(s) upstream of critical approach(es). $V/C = 0.91 - 1.00$	Unstable flow at roadway capacity. Operating speeds 30 to 25 mph or less
F	Total breakdown, stop-and-go operation $V/C = 1.00$	Stop-and-go traffic with operating speeds less than 30 mph

\*V/C ratio same for highway description

The performance standard approach assumes that a specified LOS -- in this case, the lower limits of level C -- becomes a standard for the area's road network. Land development projects must satisfy this performance standard in order to receive permit approval; in other words, a developer must show that a certain standard for traffic conditions will exist after a proposed project is in place. The existing road network in the area of such a project may have more than enough capacity for the project's traffic, or it may be necessary to increase the available capacity by capital improvements (i.e., increasing the number of lanes, signaling an intersection, etc.).

One way to equitably fund the major capital improvements for an area is to spread the cost by means of a fee program to all properties which receive benefit. If this overall approach is not taken, the single development project which generates the traffic that crosses a "threshold" from one level of service to another would be responsible for the entire improvement as a mitigation measure. This fee program approach also has the advantage of collecting fees from many projects so that one improvement contract may be let instead of having a series of piecemeal, frontage improvements.

The consultant and the TAC then developed a list of capital improvement projects for the area's road network. This list attempted to include all capital improvements which were financially feasible and necessary for buildout of the area's general plan/zoning. Several of these listed projects are within or affect directly the Granite Bay Community Plan area.

The next step was to determine how much development of the general plans could be accommodated by the road network without falling below LOS C after the capital improvement program had been constructed. Even given the improvements of this program, LOS C cannot be sustained on the study area's road network if full buildout according to existing general plans and zoning occurs. With the improvements of this program in place, LOS C can be sustained for the average limits of buildout throughout the study area as indicated below.

This method is an averaging approach that assumes the same reductions in development/traffic throughout the entire South Placer Study Area. Because even reduced buildout would not occur with such a uniform distribution, the percentages of allowable

development may vary somewhat from site to site. In addition, not all roads will reach the lower limits of LOS C at the same time. Therefore, some areas where there is excess roadway capacity may develop beyond the percentages indicated without threatening the LOS C threshold. This is generally the case for the Granite Bay Community Plan area.

The precise limits of the buildout at which LOS C is exceeded will vary with location in the study area and will depend on factors such as: proximity to already congested areas, existing degree of buildout, reserve capacity on existing roadways, future roadway and intersection capacity after improvements have been constructed, unanticipated improvements to the road network, changes in transit ridership and/or vehicle occupancy, etc.

#### SOUTH PLACER TRAFFIC STUDY AREA

<u>Average Degree of Buildout That Would Allow LOS C</u>	<u>Equivalent Additional Available Development</u>
69% dev. of single family d/u	29,230 single family d/u
69% dev. of multiple d/u	17,500 multiple family d/u
46% dev. of commercial uses	900 acres of commercial uses
55% dev. of office uses	500 acres of office uses
53% dev. of industrial uses	4,350 acres of industrial uses

The percentages of allowable development for different types of land use vary because of different degrees of existing buildout among the different land uses and the attempt to balance jobs and housing within the study area.

It should also be noted that a few roadways already exceed or will exceed the LOS C criteria. Future undesirable LOS at the following locations should be acknowledged, but such conditions should be strictly limited to these locations: Sunrise south of Douglas, Douglas Blvd. between Rocky Ridge and Eureka Road and between Santa Clara and I-80, Rocklin Road between Sierra College Blvd. and I-80, I-80 between SR 65 and Atlantic Street, Baseline Road west of Roseville, and SR 193 east of Lincoln.

In order to ensure that LOS C is maintained at full buildout of the South Placer Traffic Study Area, an additional set of capital improvements will be necessary at some time in the fu-

ture. These improvements will include widening existing roads to provide additional lanes, urban interchanges, additional traffic signals, etc. The cost of these additional capital improvements necessary to ensure LOS C at full buildout is estimated at \$150 million. The cost of these additional improvements would be very expensive for this last increment of development and would result in fees that are several times those now proposed.

There are two major reasons why a capital improvement program is proposed that will ensure LOS C for less than full buildout. The first reason is the consideration of what is feasible -- that is, the practical consideration of what can be accomplished within the next few years given economic, financial, environmental, and social considerations. The scale of improvements to be funded by provisions of this agreement (\$125+ million) and the interjurisdictional nature of the funding program have together approached the limits of practicality. The second reason is our lack of confidence in the ability to predict the future. At present rates of buildout, the proposed capital improvement program should be adequate for 10-15 years. Beyond that time in the future, it is difficult to have confidence in assumptions regarding cost estimates, technology, economic considerations, acceptable levels of service, or any of the other factors which determine "feasibility". Therefore, we believe that the proposed capital improvement program and financing plan include all projects which are necessary and sufficient for LOS C within a reasonable timeframe.

The LOS C performance standard should remain in effect for the increment of development that cannot be accommodated by this capital improvement program. As the limits of buildout are approached, a new set of capital improvement projects may be necessary to ensure a continuing LOS C. Such a CIP and financing plan may be developed at that time. However, the LOS C performance standard should remain in effect with improvement programs and financing plans developed to ensure its maintenance.

The level of service C (LOS C) performance standard as discussed herein applies only to the Granite Bay Community Plan Capital Improvement Program roads and intersections.

The traffic study has been completed and is being incorporated by the several cities and the County into land use plans, transportation plans, capital improvement programs, financing



plans, etc. The South Placer Traffic Model (maintained by Placer County Transportation Commission staff) will allow the determination of a proposed project's impact on level of service and remaining roadway capacity. Because the study is most useful in its full regional form, it is important that the several jurisdictions adopt the same performance standards and fee programs for land development projects. This will create a uniformity among development requirements across jurisdictional boundaries; it will also ensure that facilities of regional importance are funded by a larger base than just the immediate area.

#### PROPOSED TRANSPORTATION SYSTEMS

##### Road Network

The first General Plan to use the traffic study is the Granite Bay Community Plan. This area provides several good examples of the value of regional transportation planning and the "performance standard" approach. If Community Plan development potential is limited to the currently proposed densities and locations, the need for certain currently programmed road improvements is eliminated. For example, most of Eureka Road would be left at a 2-lane standard, and the Baldwin Connector could be eliminated. Another example: if Rocklin Road Extension is constructed, Douglas Blvd. can be 4 lanes instead of 6 lanes between Auburn-Folsom Road and Sierra College Blvd. This approach requires that the County and cities adopt policies for areas outside of the Granite Bay Community Plan area in order to limit the need for improvements within the Community Plan area.

Until these policies have been adopted for all of the South Placer Traffic Study Area, the full set of improvements necessary for full buildout of the Granite Bay area must be included in the CIP. Right-of-way widths shall be sufficient for road improvements necessary to serve full development of land use (for example, sufficient right-of-way for 4 lanes on Eureka Road, 6 lanes on Douglas Blvd. west of Auburn-Folsom Road, and a 2-lane corridor for the Baldwin Connector). If the full right-of-way width proves to be unnecessary for road widening, the extra setback distance for structures would still contribute to the rustic atmosphere and allow additional open area for trail construction.

Funding for projects on the traffic study's CIP list will likely be provided from several sources. However, the financing plan and fee schedule assume that these projects will be completely funded by land development as it builds out the area. Public monies available for road construction projects are very limited and are almost exclusively used for maintenance and repair. Although proposals have been made for increases in sales tax and gas tax to create an infusion of road construction funding, such alternate funding is very uncertain. Any such funding could be used as a supplement either for another future set of improvements or for a reduction in fees to fund this CIP. Several years of the County's Federal Aid Secondary (FAS) program funds have been committed to the widening of Douglas Blvd. to 4 lanes between Sierra College Boulevard and Auburn-Folsom Road. This \$5,000,000+ project is scheduled to begin in 1990.

Projects identified in the South Placer Traffic Study as having regional significance are expected to be funded by a uniform fee throughout the entire study area (including Granite Bay). If an interjurisdictional agreement for implementation of the South Placer Traffic Study is not reached, a similar, uniform fee per trip-end would be established for the Granite Bay General Plan area and other portions of unincorporated Placer County within the South Placer Traffic Study area. If other participating jurisdictions adopt similar policies, the South Placer CIP and financing plan will be fully implemented in "parts" instead of the "whole" that was originally anticipated. Other projects on the list which are more local (as opposed to regional) have been assigned more specific areas of benefit; in several cases, these areas of benefit lie within more than one jurisdiction. Land development projects within the Granite Bay Community Plan area will fund both categories of projects using a traffic-generation fee.

In all of the above cases, fees would be uniform across jurisdictional boundaries and would be deposited in interest-bearing trust accounts designated for the several specific improvement projects. A Joint Powers Authority (JPA) Agreement among Placer County and the Cities of Rocklin and Roseville is nearing adoption for funding of the Highway 65 interchange projects. The "local" category of projects will be implemented by separate agreements among the jurisdictions involved.

Future land development within the Granite Bay area would contribute funds called "traffic mitigation fees" toward regional and local capital improvement projects listed below. Such fees would be based on potential traffic generation using tabular reference information from the Institute of Transportation Engineers (ITE). "Future land development" means all land development activities for which Placer County issues a permit approval -- including subdivisions, use permits, building permits, design reviews, and expansion or change of use permits. A requirement for the contribution of these fees would be a condition of approval placed on all such permits. Such fees would be collected at the time building permits are issued.

Some land development projects would fall within several areas of benefit -- whether regional or local -- and the fees for the several capital improvements would be additive. All fees would be based on traffic generated by a land development project and collected only when building (or other) permits are obtained (and construction is actually undertaken and traffic begins).

The fee amount, area of benefit, etc., for each capital improvement project is set by this Community Plan. A set of maps showing these local project areas of benefit and fee schedules is attached. Existing CIPs, -TL Zones fees, etc. would be replaced in the Granite Bay Community Plan area by this program.

A summary of all three categories of road improvement projects for the Granite Bay Community Plan area follows:

CATEGORY 1) REGIONAL PROJECTS FROM SOUTH PLACER TRAFFIC STUDY

<u>Project</u>	<u>Estimated Cost</u>
*A uniform aggregate fee of \$68+ per trip-end funds all projects.	
a) Carlsberg Blvd -	2,293,800
1) Widen from 4 to 6 lanes, SR65 to N. Roseville City limit	
2) Widen from 4 to 6 lanes, Sunset N. Roseville City limits	
b) Roseville Parkway - Widen from 4 to 6 lanes with overcrossings at railroad & I-80; major drainage structures at Miner's Ravine and Secret Ravine	17,042,197
c) Harding Blvd Extension - Widen from 4 to 6 lanes including railroad overcrossing	10,125,900
d) Sierra College Blvd -	17,585,400
1) Widen from 4 to 6 lanes, Douglas Blvd. to Sacramento County	
2) Widen from 2 to 4 lanes, Douglas Blvd. to Rocklin Road	
3) Widen from 4 to 6 lanes, Rocklin Road to Taylor Road	
4) Widen from 2 to 4 lanes, Taylor Road to SR 193	
e) Stanford Ranch Road - Widen from 4 to 6 lanes SR 65 to Crest Drive	1,477,500
f) Sunset Blvd - Widen from 4 to 6 lanes, SR 65 to Pacific Street	8,364,200
g) Rocklin Road - Reconstruct interchange, signals, approaches, etc.	5,000,000
h) State Highway 65 - Widen from 4 to 6 lanes, I-80 to Blue Oaks Blvd	3,056,700
i) State Highway 65 - Widen from 2 to 4 lanes, Blue Oaks Blvd to Industrial Blvd, local match of State funding (1/3 of total cost) - emphasis on preliminary engineering, environmental work, etc.	3,000,000
j) State Highway 65 Lincoln Bypass - Local match of State funding (1/3 of total cost) - emphasis on preliminary engineering, environmental work, etc.	8,670,000



k) Miscellaneous Traffic Signals in Study 2,400,000  
Area - Approx. 30 road intersection  
traffic signal systems. Order of  
priority will be determined by the  
South Placer Transportation Policy  
Commission (SPTPC) if a five-juris-  
diction JPA is formed.

TOTAL TRIP-ENDS 1,169,876 TOTAL COST \$79,016,297  
(\$67.54/trip-end)

Projects from this list which are located within the Granite Bay Community Plan area are Sierra College Blvd., Roseville Parkway, and several of the traffic signals. Funds collected from land development for this category would be used only for construction within the Community Plan area.

#### Funding

These regionally significant projects would be funded by a uniform trip-end fee collected from the entire South Placer Traffic Study area (including all of the Granite Bay Community Plan area). Trip-ends to be generated from the entire South Placer Traffic Study area are estimated to be 1,169,876. The uniform pro rata trip-end fee would be \$68.00.

Many of these project cost estimates are for an increment of widening (i.e., from 4 lanes to 6 lanes) rather than total construction. In such cases, construction of the basic roadway is assumed to be a "frontage" requirement of land development. The subsidy from this program is to provide extra capacity and other benefits beyond the immediate area.

## CATEGORY 2) LOCAL PROJECTS FROM SOUTH PLACER TRAFFIC STUDY

<u>Project</u>	<u>Cost Estimate</u>	<u>Trip-ends Generated</u>	<u>Trip-end Fees</u>
A. Douglas Blvd.	\$ 7,821,200	261,126	61.22
<p>A 20'-wide, landscaped, raised median (with gaps for left turns) will be included in the design for the Douglas Blvd. widening. In general, widening will be southerly from the existing concrete curb, gutter and sidewalk improvements along the north side. In several locations, such concrete work exists on the south side also. The normal 20'-wide median may be narrowed to provide a 14'-wide (minimum) median at such locations in order to preserve the value of the existing improvement. A typical cross-section for this roadway is shown on page 5 of the "Community Design Standards/ Guidelines" at the end of this Community Plan.</p>			
B. Atlantic St. Ext/ Eureka Road*	\$ 2,000,000	115,066	25.21
<p>*This project will fund a widening from 4 to 6 lanes between Sierra College Blvd. and I-80, widening to 4 lanes between Sierra College Blvd. and the Eureka Road/Roseville Parkway Connector, and minor improvements to the 2-lane section of Eureka Road between the Connector and Barton Road. The 4-lane widening east of Sierra College Blvd. is made necessary by the combination of two traffic generators: a) commercial development on the southeast corner of the Sierra College Blvd/Eureka Road Intersection (within the City of Roseville), and b) the siting of two schools approximately 1/2 mile east of this intersection.</p>			
C. Auburn-Folsom Rd.	\$ 1,869,000	23,432	79.79
D. Rocklin Rd. Ext. (not including construction)	\$ 600,000	6,653	90.18
E. Laird Rd.	\$ 250,000	4,283	58.37
F. I-80 Rocklin Rd. Interchange area*	\$ 7,215,500	98,366	73.36

\*This project includes realignment of I-80 frontage roads, relocation of their intersections with Rocklin Road, traffic signals, widening of the I-80 overpass and reconstruction of the interchange. Only a part of the cost of these improvements is included in the project cost. A very small part of the Granite Bay Community Plan area (on top of the Sierra College Blvd. ridge) is included in the area of benefit for the project.

### Funding

These "local" projects will be funded by a uniform trip-end fee collected within the areas of benefit specified. Several of these project cost estimates are for an increment of widening (i.e., from 4 to 6 lanes) rather than total construction. In such cases, construction of the basic roadway is assumed to be a "frontage" requirement of land development. The subsidy from this program is to provide capacity and other benefit beyond the immediate "frontage" area.

CATEGORY 3) ADDITIONAL PROJECTS FROM GRANITE BAY COMMUNITY PLAN  
(See more detailed descriptions below.)

<u>Project</u>	<u>Cost Estimate</u>	<u>Program Share (1/3)</u>	<u>Trip-ends Generated</u>	<u>Trip-end Fees</u>
A. Cavitt Stallman Rd./Douglas Blvd. Connector	250,000	83,333	4,172	19.97
B. Eureka Rd./ Roseville Parkway Connector	500,000	166,667	12,208	13.65
C. Old Auburn Rd. Extension (East \$800,000) (North \$650,000)	1,450,000	483,333	8,538	56.61
D. Barton Rd./ Roseville Parkway Connector	400,000	133,333	815	163.60
E. Old Auburn Rd. West Sierra College Blvd. to Roseville City limits (1/2+ mile)	300,000	100,000	1,131	83.42
F. Barton Rd. Sacramento County line to 1/2 mile north of Douglas	2,500,000	833,333	11,657	71.49

Funding

This project list was developed from road planning efforts for the Granite Bay Community Plan area; the projects are not listed in the South Placer Traffic Study. However, traffic generation within the defined zones of benefit (and other information such as roadway capacity) was derived from the South Placer Traffic Study. Developers with "frontage" on these projects will pay 2/3 of the total cost of these projects. This program will fund the remaining 1/3 as a partial subsidy to recognize benefit beyond the immediate "frontage" area.



Additional Information Regarding Category 3 Project Descriptions:

- A. Cavitt-Stallman Road Connector will be 2 lanes with a 60-foot wide right-of-way and will connect Cavitt-Stallman Road southerly to Douglas Blvd. approximately 700' feet east of Sierra College Blvd.

The Cavitt-Stallman Extension will connect the north/south section of Cavitt-Stallman Road directly to Douglas Blvd. opposite the most easterly entrance to the Sierra Oaks shopping center. This intersection will be signalized and has been planned for several years. The original justification for the signalization at this location was to connect commercially zoned areas on each side of Douglas Blvd. Because of these commercial /office developments, the signal will probably be warranted even if the Cavitt-Stallman extension is not constructed. Without such a signalized intersection, commercial parcels on the northeast corner of Sierra College and Douglas Blvd. would be limited to right turn in/out only movements.

Another purpose for this proposed signal and the Cavitt-Stallman Extension is to provide access for the Quail Oaks Subdivision and other properties north and west of the proposed extension.

Traffic from the Cavitt-Stallman/Olive Ranch area would be able to travel to commercial areas without left turns onto Sierra College Blvd. through an unsignalized intersection. Such traffic could also avoid the heavily congested Sierra College/Douglas Blvd. intersection.

This route is designated as a plan-line in the Community Plan. A zone of benefit is established to collect fees for its eventual construction; right-of-way dedications will be required from land development projects affected by it. Both the traffic signal and the road extension will be deferred until their benefit in reducing travel time, traffic congestion, etc. could be demonstrated. Neither will be constructed immediately. The traffic signal would be constructed as a first phase and the extension some time after

that. Land development projects affected by either the signal or the extension will be required to construct some interim access for their projects. Each project will prepare an engineer's estimate of the cost of constructing that project's "fair share" of the signal/extension improvement, and funds will be collected and placed in a trust account for future construction.

- B. Eureka Road/Roseville Parkway Connector will be approximately 1/2 mile east of Sierra College Blvd. near the proposed school sites. This facility would be a 2-lane roadway with a 60-foot wide right-of-way. The "T" intersection of the connector and Eureka Road will be constructed so that the "through" movement would be from Eureka Road west of the intersection to the connector. Eureka Road east of the intersection will be realigned so that westbound traffic is controlled by a stop sign at this intersection.
- C. Old Auburn Road Extension will be extended easterly from its existing intersection with Sierra College Blvd. through lands within the City of Roseville's jurisdiction. Within the City of Roseville, the roadway will divide and provide an easterly connection to a road within the Treelake Project and a northerly connection to the Roseville Parkway. These roadways will be 2 lanes with 60-foot wide right-of-way in Placer County.
- D. Barton Road/Roseville Parkway Connector  
The easterly extension of Roseville Parkway will be 4 lanes with a 110-foot wide right-of-way for most of its length and would connect Sierra College Blvd. to Barton Road. This road will be approximately 1/2 mile south of and parallel to Eureka Road and would extend the Parkway to Barton Road as this area is developed. Approximately 0.4 miles west of Barton Road, a second access to Barton Road would intersect from the southeast. From this intersection east to Barton Road, both roadways could be reduced to 2 lanes with a 60-foot wide right-of-way. This project is part of Placer County's efforts to improve Barton Road/Santa Juanita Avenue (in Sacramento County) as a north-south corridor for the Granite Bay Community Plan area.

The southerly extension of the Roseville Parkway to Barton Road, as discussed above, is required unless the adjoining land is developed with lower intensity uses than allowed by the Community Plan, in which case it can be eliminated by the Planning Commission without the need for a Community Plan Amendment. This situation could arise if a golf course or rural-residential density development were constructed on this site.

- E. Old Auburn Road will be improved for approximately 1/2 mile west of Sierra College Blvd. This project will consist of reconstruction and widening to 4 lanes with an 84'-wide right-of-way.
- F. Barton Road will be improved from the Sacramento County line to 1/2 mile north of Douglas Blvd. This project would be a 2-lane widened and realigned roadway. Near the Sacramento County line, a major realignment would correct deficiencies resulting from two 90 degree curves. Right-of-way would be 84' wide and would allow for the possibility of two additional lanes in the future. Such additional lanes would be constructed only if: a) traffic volumes warranted additional lanes; and b) Sacramento County and the City of Folsom construct a similar improvement on Santa Juanita Avenue.

An acceptable alternative alignment for this project is a correction of the two right-angle curves near the Sacramento County line to provide 500' (minimum) radius curves. However, requirements for dedication of right-of-way for the major realignment shall be waived only when rights-of-way for the two 500' (minimum) radius curves have been obtained.

One other project should be briefly discussed that was considered but not included in the Capital Improvement Program: the Olive Ranch Road Extension. This project would be a westerly extension of Olive Ranch Road with a southerly shift in alignment to connect with Olympus Drive at its intersection with Sierra College Blvd. The alignment would be through an area which is currently open and proposed for low density residential development in the land use element of the Community Plan.

The principal purpose of the extension would be to take traffic from Olive Ranch Road and Cavitt-Stallman Road to a signalized intersection on Sierra College Blvd. Future traffic volumes on Sierra College Blvd. will make it nearly impossible to make left turns onto Sierra College Blvd. It would also allow a more direct connection to the I-80 corridor through the road network in the Northeast Roseville Specific Plan area to the new Atlantic Street interchange.

Another reason for the connection directly opposite Olympus Drive would be the reduction in the number of roadway connections onto Sierra College Blvd. This would keep interruption of traffic streams to a minimum and reduce the number of turning movements.

A plan-line corridor for this project has not been designated at this time. Such a corridor has the potential to create prime "frontage" which could be growth inducing. As traffic volumes on the existing road network rise and left turns from Cavitt-Stallman onto Sierra College become more difficult, the need for this corridor may become more apparent. When a land development proposal (subdivision, parcel split, use permit, etc.) for the property between Cavitt-Stallman and Sierra College Blvd. is made to the County, the need for this extension will be reassessed. No plan-line or funding program is established at this time.

The Baldwin Connector (between Auburn-Folsom Road and Barton Road near the Sacramento County line) is not proposed as a construction project in the Capital Improvement Program. However, a plan-line will be shown for a 60'-wide right-of-way. Dedication of this right-of-way will be required of any land development project and the need for an improved roadway re-evaluated when the Community Plan is next updated.

The remaining roads within the plan area appear to be adequate for projected traffic. However, there are "spot" improvements needed through the existing system to improve safety and convenience for the travelling public. Minor curve realignments, additions of shoulders, left-turn lane provisions, traffic signals, development of trails for non-auto transportation, and other improvements should be undertaken. Responsibility for such minor improvements should be shared jointly by the County (ongoing corrective work) and land development projects (frontage



improvements and traffic impact mitigations). The County's road standards for land development will remain in effect as shown in the County's Land Development Manual and SR 2156 Report.

One problem with the financing plan for this CIP is that it generates enough funding for projects only when all allowable buildout has occurred. In some cases, improvements would be needed well before this point in order to maintain LOS.

#### Transit

Future provisions for transit should be an enlargement of what exists at present: public systems which will serve expanding urbanized areas, Park-and-Ride lots at convenient locations, shelters at transit stops, and development requirements to assure that such facilities are available. Several management efforts could be of value also, such as: the coordination of adjacent systems to allow for timed-transfers, continuations of the State's "van-pooling" program, and changes in routes, headways, etc. in response to the area's growth. Perhaps the most significant public transit effort that is often overlooked is the transport of students by school buses. This effort will continue and expand as the area builds out.

#### Pedestrian/Equestrian/Bicycle Facilities

New pedestrian facilities will also generally be limited to a continuation of presently existing policies. The County will continue to require sidewalks along streets in urbanized areas -- whether land uses are residential or commercial. However, unlike present practice, walkways should also be required along roads serving larger-lot subdivisions. Such walkways need not be immediately adjacent to the edge of the street and may be a material other than concrete. Such a departure from the present County standard should better allow for the "rustic atmosphere" that this Plan is attempting to achieve.

No new equestrian routes have been shown in the Plan. However, one of the reasons that County right-of-way standard widths extend well beyond roadway edges is to allow for this use if the need is demonstrated.

A Bicycle Plan for western Placer County has recently been adopted by the PCTC. The Bicycle Plan identifies, classifies, and establishes priorities for construction of bicycle trails that will provide a continuous system of bicycle routes in the western Placer County area.

The primary goal of the plan is to provide the Placer County Transportation Commission (PCTC), cities, and County with a planning tool to make short- and long-range decisions for funding and construction of bicycle trails. This plan provides the basis for both funding and a priority schedule to meet the criteria for applying for State (Caltrans) bicycle lane account funds. The Bicycle Plan is now being implemented (usually incorporated by reference) by being included in design standards and plan documents.

The table below shows proposed bike routes in or adjacent to the Granite Bay Community Plan area. These routes are classified as follows:

Class I Bikeways are facilities with exclusive right-of-way, with cross-flows by motor vehicles minimized. These bikeways are designed for the exclusive use of bicyclists and pedestrians.

Class III Bikeways are areas established for preferential use by bicycles within the paved areas of highways (usually widened, delineated shoulder areas). These bikelanes will be one-way facilities.

Class III Bikeways are shared facilities, either with motor vehicles on the street, or with pedestrians on sidewalks, and in either case, bicycle usage is secondary.

## Proposed Bicycle Facilities

<u>Facility</u>	<u>Proposed Classification</u>
1. Auburn-Folsom Road*	II
2. Barton Road*	II
3. Treelake Parkway (future)*	I
4. Douglas Blvd.*	I/II
5. Joe Rodgers Road*	III
6. Eureka Road*	II
7. Rocklin Road with Extension*	I
8. Laird Road	II
9. Olive Ranch Road	III
10. Seeno Avenue to Briar Way	III
11. Oak Hill Drive	III
12. Old Auburn Road to Cirby Way	II
13. Cavitt-Stallman Road	II
14. Strap Ravine Route** (Sierra College Blvd. to Barton Rd.)	I

\*Denotes currently adopted routes as per Granite Bay Park Development Plan.

\*\*New facility proposed as part of the Granite Bay General Plan

### Future Transportation Systems Management (TSM)

The ongoing reporting of development activities for traffic modelling purposes would also allow the jobs-housing ratio throughout the region to be monitored. Keeping an approximate balance between jobs and housing would allow vehicle miles travelled (VMT) in the region to be minimized. Although no requirement for such a balance is included in this Community Plan (or any regional plan) at this time, the monitoring program should provide a good information base if such regulation is warranted in the future.

Measures which are presently available but underemployed (e.g., flexible work hours, off-peak shift changes, etc.) should become more important, particularly as LOS C limits are approached and project developers look for ways to reduce traffic

impacts. TSM measures may be the most cost-effective method of mitigation -- much less expensive than creating increased capacity by constructing capital improvements.

The last measure included in this TSM section is implementation of the "performance standard" approach to land development project approval. When combined with the fee programs to construct capital improvements, this approach allows developers and the County to choose which combination of project design, capital improvements, transit, TSM, etc., can best achieve the "quality of life" standard for the area.

The capital improvement program and other planning in this document are based on what is feasible today. Some combination of presently unforeseeable changes (land values, energy costs, etc.) could allow a whole new set of capital improvements or other measures to create additional roadway capacity. This could, in turn, allow a greater degree of buildout that could be accommodated at LOS "C". The "performance standard" approach allows for such changes while preserving a desirable level of service.



## B. SEWER SERVICE

Purpose: It is the purpose of this section to identify sewage disposal issues and limitations as they relate to the Granite Bay Community Plan area.

GOAL: TO PROVIDE SEWAGE DISPOSAL FACILITIES WHICH WILL SERVE THE GRANITE BAY AREA'S PROPOSED DENSITY OF RESIDENTIAL, COMMERCIAL AND PUBLIC USES IN A WAY WHICH PROTECTS THE PUBLIC FROM ANY ADVERSE WATER QUALITY OR HEALTH IMPACTS.

### Policies:

1. Through Placer County Sewer Maintenance District No. 2 (SMD #2), to provide public sewer service to all residential, commercial and public projects within the district based on the permitted densities of the 1989 Granite Bay Community Plan-Land Use Element.
2. To permit on-site sewage disposal on rural parcels where all current regulations can be met and where parcels have the area, soils, and other characteristics which permit such disposal facilities without threatening surface or ground water quality or present any other health hazards.
3. Require the R RTP to demonstrate adequate capacity exists at the wastewater treatment facility for annual use.

### Discussion/Implementation

The subject area has sewer service provided by SMD #2). The boundaries of SMD #2 are approximately Folsom Lake on the east, the Sacramento County line on the south, the City of Roseville on the west and on the north, Miners Ravine up to and including the Los Lagos Subdivision.

Until 1986, sewer service in that areas was provided by three treatment systems as follows:

1. SMD #2 had a wastewater treatment plant located on Seven Cedars Road next to Folsom Lake Estates Subdivision.
2. The South Placer Municipal Utilities District (SPMUD) operated a sewer treatment pond on Barton Road just south of Douglas Blvd.
3. Placer County operated a sewer treatment pond on Sierra College Blvd. just north of Cavitt-Stallman Road.

In December, 1986, the three treatment systems described above were decommissioned with the activation of the trunk sewers built for the Southwest Placer Sewer Assessment District. At that time, 90% of the land described above was annexed by SMD #2. A small area at the intersection of Douglas Blvd. and Barton Road is part of and administered by the S.P.M.U.D.

The trunk sewers that were built to serve the area under discussion have a definite limit to their capacity. When they were designed, the criteria used for that design was the density that could be obtained through the 1975 version of the General Plan. Therefore, when a parcel of land is developed, as long as the total number of dwelling units does not exceed the amount allowed under the general plan, capacity exists in the trunk sewer system for the development. It should be noted that a normal development loses a small percentage of its maximum theoretical number of dwelling units due to road dedication and easements. This factor was built into the trunk sewer capacity and cannot be used to obtain additional sewer connections.

As development occurs in the area, some subdivisions will build slightly more units than were assessed in the sewer district and some will build slightly less than they were originally assessed. This is normal and is accounted for in the sewer design. Unused assessments cannot be traded or purchased from one parcel to another.

In accordance with the above information, the Board of Supervisors of Placer County adopted the following policy on March 24, 1987:

"It is the policy of SMD #2 to issue will-serve letters for all projects within the SMD #2 Service Area that conform to the 1975 Loomis Basin General Plan and are approved by the Placer County Planning Commission to all other respects.

As long as a subject development is done in accordance with the 1975 Loomis Basin General Plan, SMD #2 has capacity and "will serve" the property. If any change is proposed to the General Plan that will increase the sewage flow, capacity is not available for the additional units. If the property was assessed for less units than is being proposed (in accordance with the 1975 General Plan) then an

assessment charge for each additional unit must be paid before a "will serve" letter can be written. If the property was assessed for more units than are being proposed, no refund of assessments can be obtained and the extra assessments can NOT be transferred to other properties."

### C. WATER SERVICE

Goal: TO PROVIDE AN ADEQUATE QUANTITY AND QUALITY OF WATER TO THE RESIDENTS OF THE GRANITE BAY AREA.

Policies:

1. To encourage the existing water service entities; San Juan Suburban Water District and Placer County Water Agency, to develop the most efficient water delivery systems possible.
2. To allow development requiring treated water only where an adequate distribution system is in place to serve such development.
3. To encourage water conservation whenever possible.
4. To encourage the expansion of the San Juan Suburban Water District into areas which cannot be served by P.C.W.A. and where wells are not feasible.
5. To work with the San Juan Suburban Water District to insure that their distribution system is incrementally upgraded as the means become available to do so, either through new development activity or district-funded improvement projects.
6. Encourage a water conservation landscape program.
7. Adopt and implement Water Availability Monitoring Programs.

Implementation

San Juan Suburban Water District has available to it sufficient water to serve the Granite Bay area. Existing water use is estimated to be 10,000 acre feet annually and the district has 25,000 acre feet available by contract with the Placer County Water Agency. Significant improvements to the water distribution system are needed and are being planned in order to better serve areas within the district.

Placer County Water Agency service area #1 covers the northern section of the Plan area. Placer County Water Agency also provides water to Lakeview Hills and Hidden Valley Subdivisions. Placer County Water Agency is currently applying for grants under the 1984 and 1986 Safe Drinking Water Bond Act, in order to upgrade their water service to serve people with ditch water now. Placer County Water Agency's long range plan targets the ultimate development of the area based on the county's current general plan.

#### D. SCHOOLS

##### Goals:

1. TO PROVIDE THE BEST POSSIBLE EDUCATIONAL FACILITIES TO THE RESIDENTS OF THE GRANITE BAY AREA.
2. TO PROVIDE NEW SCHOOL FACILITIES AS THEY ARE NEEDED.
3. TO MINIMIZE THE NEED FOR BUSSING AND TO INCREASE THE SAFETY OF CHILDREN GOING TO AND FROM SCHOOL THROUGH THE PROPER LOCATION OF SCHOOL FACILITIES.

##### Policies:

1. County and school district personnel should continue to work together closely to monitor population increases in the area and to insure that new school facilities are provided as needed. Adequate school facilities must be shown to be available, in a timely manner, before approval will be granted to new residential development.
2. New development in the area must, along with the State of California, continue to provide the funding necessary to meet the demand for new school facilities in a timely manner.
3. New school sites should be sited as close as possible to areas of the highest population densities, and where roads and pedestrian paths provide the safest access to the sites.
4. Joint use of school facilities for recreation and other public uses which do not conflict with the primary educational use are to be encouraged.



5. Levy developer impact fees to the fullest extent possible and, if necessary, adjust the fees annually to reflect the inflation factors.
6. Designate future school sites on the plan area map, identified by general location, size requirements, and likelihood of development.

#### Implementation

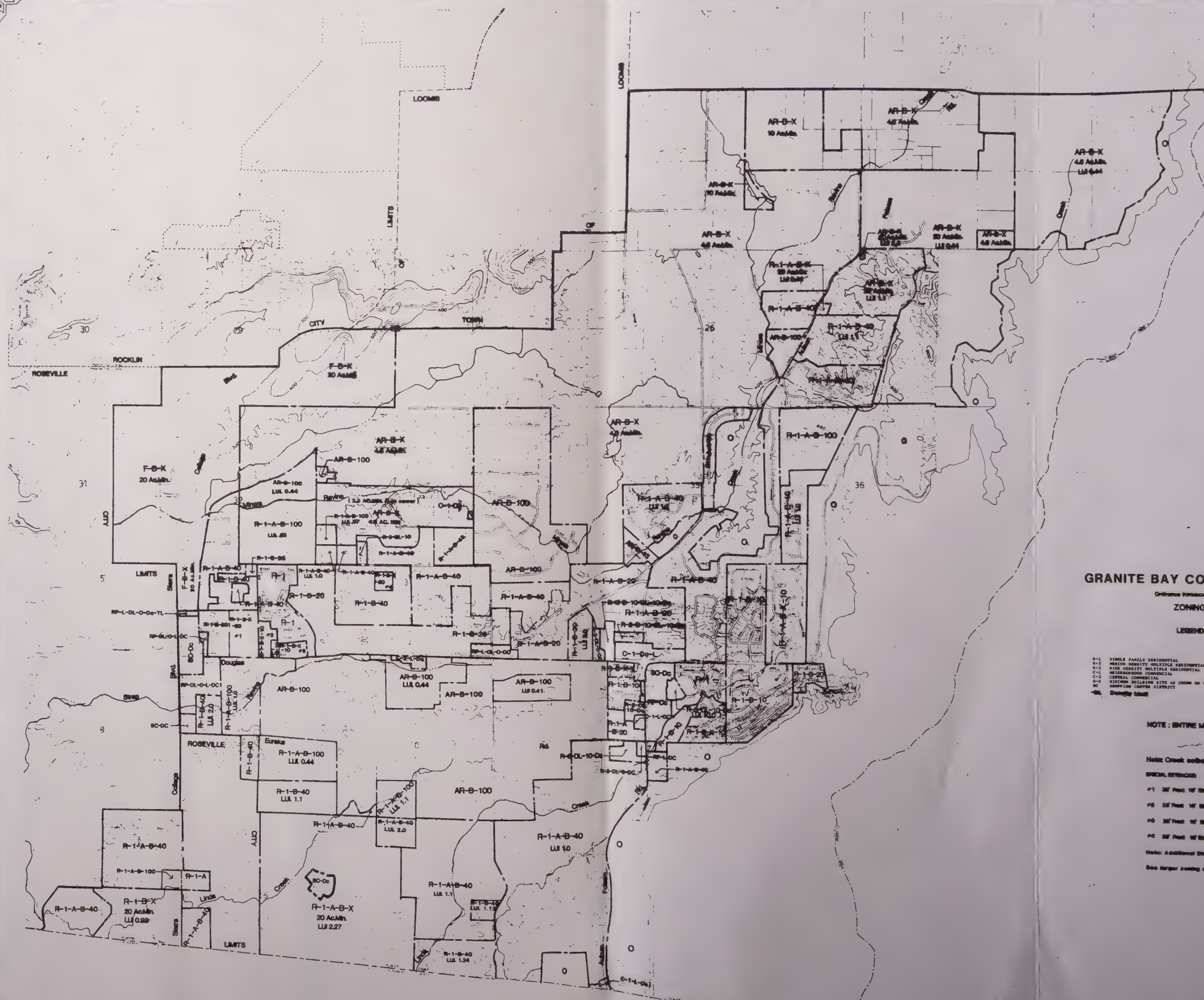
The Granite Bay Community Plan area is served by the Roseville High School District, Eureka Elementary School District, and Loomis Union School District. At present, three schools exist in the area: Wilma Cavitt School, Eureka School and Greenhills School. New development in the area will heavily impact the Roseville High School District and the Eureka Elementary School District. Both districts have prepared Master Plans which address the future educational needs of residents of the Granite Bay area. Currently, fees paid by private development activity covers only about 25% of the needed funding for new school facilities.

The Granite Bay Plan indicates three new school sites which will be needed in order to accommodate the planned growth in the area. A new high school with a capacity of up to 1800 students is currently being planned south of Eureka Road east of Sierra College Blvd. A new elementary school site is in the process of being acquired by the Eureka School District as a part of the Treelake Village project, and a new junior high school site is shown on the plan in the vicinity of Douglas, Berg, and Olive Ranch Roads.

#### **E. OTHER PUBLIC SERVICES**

Other Public Services are provided to the residents of the Plan area by Placer County at the present time. Municipal and Superior Courts are a county function as are Animal Control and Agricultural Standardization and Weights and Measures.





# GRANITE BAY COMMUNITY PLAN

Ordinance 10-0-00 8-8-00

## ZONING

### LEGEND

- R-1 SINGLE FAMILY RESIDENTIAL
- R-2 MEDIUM DENSITY MULTIPLE RESIDENTIAL
- R-3 HIGH DENSITY MULTIPLE RESIDENTIAL
- C-1 NEIGHBORHOOD COMMERCIAL
- C-2 CENTRAL COMMERCIAL
- B-1 BUSINESS HOLDING SITE AS SHOWN ON MAP
- B-2 SHOPPING CENTER DISTRICT
- SC SCENIC CORRIDOR DISTRICT
- AR-1 OPEN SPACE
- AR-2 FARMING
- AR-3 AGRICULTURAL RESIDENTIAL
- AR-4 CONSIDERING AGRICULTURAL
- AR-5 CONSIDERING DESIGN CONTROL
- AR-6 CONSIDERING HOLDING SITE
- AR-7 RURAL IMPROVEMENT DISTRICT
- AR-8 LAND USE DIVERSITY
- AR-9 PLANNED DEVELOPMENT
- AR-10 OVERSEEN
- AR-11 HOLDING LINE
- AR-12 TRAFFIC LIMITATION
- AR-13 LIMITED USE

NOTE: ENTIRE MAP ZONED - RL

Creek  
Note: Creek setbacks 100' from confluence of creeks

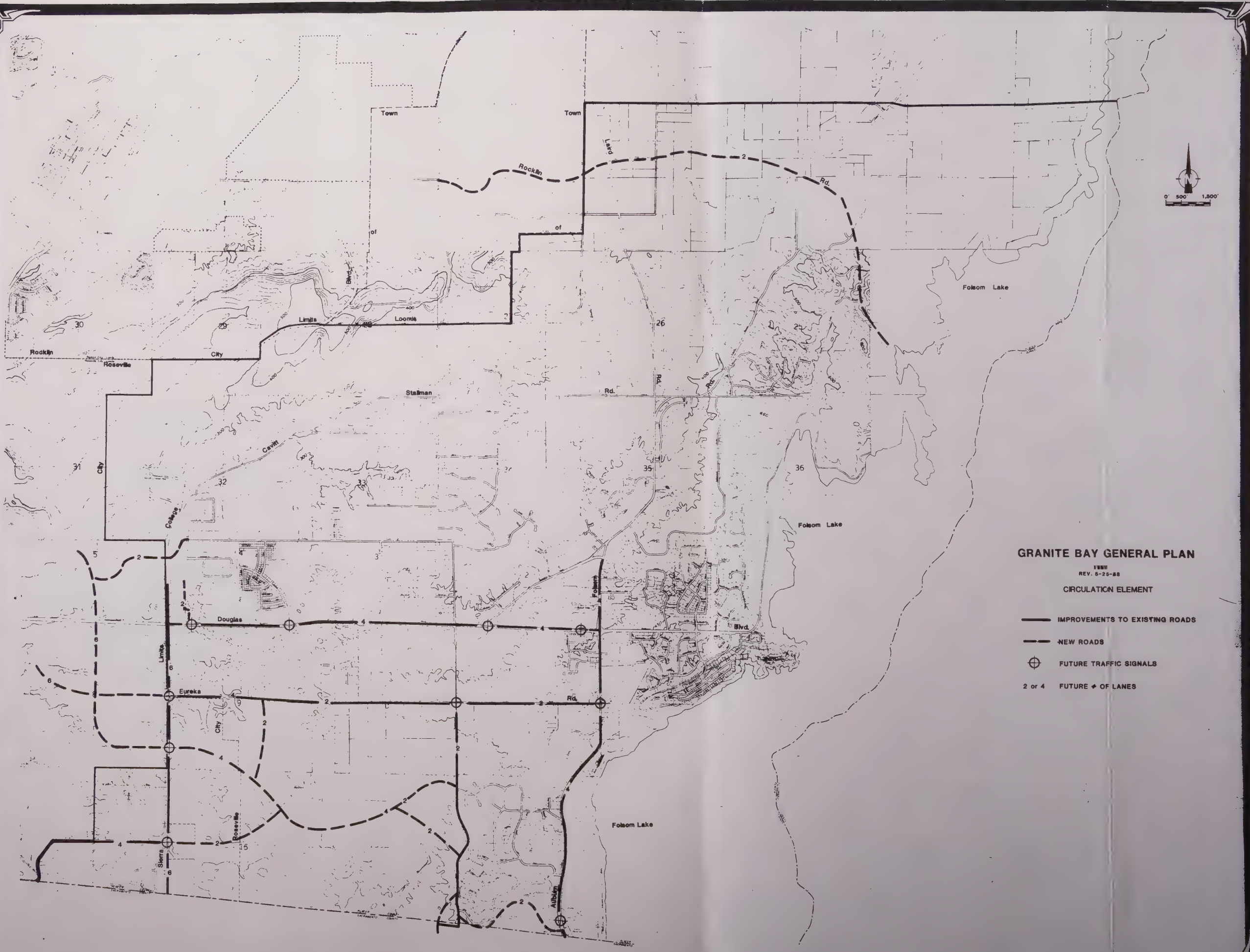
### SPECIAL SERVICES

- #1 30' Front 10' Side 10' Rear 10' Setbacks 2,3,30,30,37,40,40,40
- #2 30' Front 10' Side 10' Rear 10' Setbacks 0,10,20,27,30,30,30,40, 0,41
- #3 30' Front 10' Side 10' Rear
- #4 30' Front 10' Side 10' Rear

Note: Additional Sign. setbacks apply along all public roads.  
See larger zoning map for these setbacks.









**GRANITE BAY GENERAL PLAN**

1990  
REV. 6-26-88

**CIRCULATION ELEMENT**

-  IMPROVEMENTS TO EXISTING ROADS
-  NEW ROADS
-  FUTURE TRAFFIC SIGNALS
-  FUTURE # OF LANES



## APPENDICES

- A. COMMUNITY DESIGN STANDARDS/GUIDELINES
- B. FIRE MITIGATION FEE ORDINANCE & JUSTIFICATION
- C. MITIGATION MONITORING PROGRAM
- D. TRAFFIC ANALYSIS ZONES
- E. ACKNOWLEDGMENTS
- F. RESOLUTION OF ADOPTION





## IMPLEMENTATION

In order to implement the goals and policies established under the Community Design Element, Design Standards for the Granite Bay Community have been developed. These Design Standards are specific to several corridors within the Granite Bay Community Plan area, the commercial areas and subdivisions. The roads included are Douglas Blvd., Auburn-Folsom Road, Sierra College Blvd., Treelake Parkway, and the proposed Rocklin Road extension. Also a possible future connection between Eureka Road and the Treelake Parkway. The Design Standards will be implemented during the review and approval processes for subdivisions, parcel maps and professional office or commercial projects. The guidelines should be updated as conditions change and as more specific standards are identified.

### 1. Design Standards - Guidelines

#### A. Douglas Boulevard

Douglas Boulevard is one of the major access corridors to the Granite Bay area and Folsom Lake State Recreation area. It has been designated as a Scenic Corridor within the Placer County Scenic Highway Element in order to preserve the scenic qualities that exist.

As more development occurs along this corridor, it becomes apparent that policies must be established to accomplish these goals and to meet the desires of the community. The following Design Standards for Douglas Blvd. are intended to implement the goals of this element while providing for integrated but individual development plans. These Design Standards shall apply to improvements installed within this right-of-way.

#### 1. North Side Douglas Boulevard

##### a. Right-of-Way

All development within this corridor shall be required to dedicate 70' from centerline right-of-way.

b. Sound Wall

All residential developments proposed in the corridor shall provide a split-face concrete block wall with a minimum height of 6'. The wall shall be located at the edge of the right-of-way (70' centerline) and be of earth tone colors. Variations in the wall design can include scoring of the block to create patterns and shadow lines, offset columns, and staggering of wall sections. Berming of earth against the sound wall and landscaping of the berm can also provide variation in the design.

c. Sidewalk

1. The sidewalk shall be concrete and a minimum of 5' in width;
2. The sidewalk must be meandering with large radius curves and located outside of the future 3rd lane for Douglas Blvd. (within the outside 20' of right-of-way).

d. Future Expansion of Douglas Blvd.

Where Current Development Does Not Require Ultimate Improvements:

1. The future 3rd lane shall be rough graded at the time of improvement installation.
2. The area to be developed as a future traffic lane shall be landscaped and irrigated at the time of development.
3. Sidewalks shall remain out of the future travelled way.

e. Landscaping

1. General Standards

- a. All areas not used for roads, curbs, gutters, sidewalks or other public improvements within the right-of-way are to be landscaped and irrigated.
- b. There shall be a minimum of 15' of landscaping within the right-of-way.
- c. Landscaping should emphasize low maintenance, drought tolerant, native, and compatible plant materials.

- d. All areas are to include live ground cover, shrubs and trees.
- e. Maximum slope on landscaped areas of 4:1.
- f. Plant material size shall be equal to or greater than the minimum specified in the Placer County Landscape Design Guidelines
- g. Each project shall develop its own plan but will maintain some consistency by compliance with the following standards.

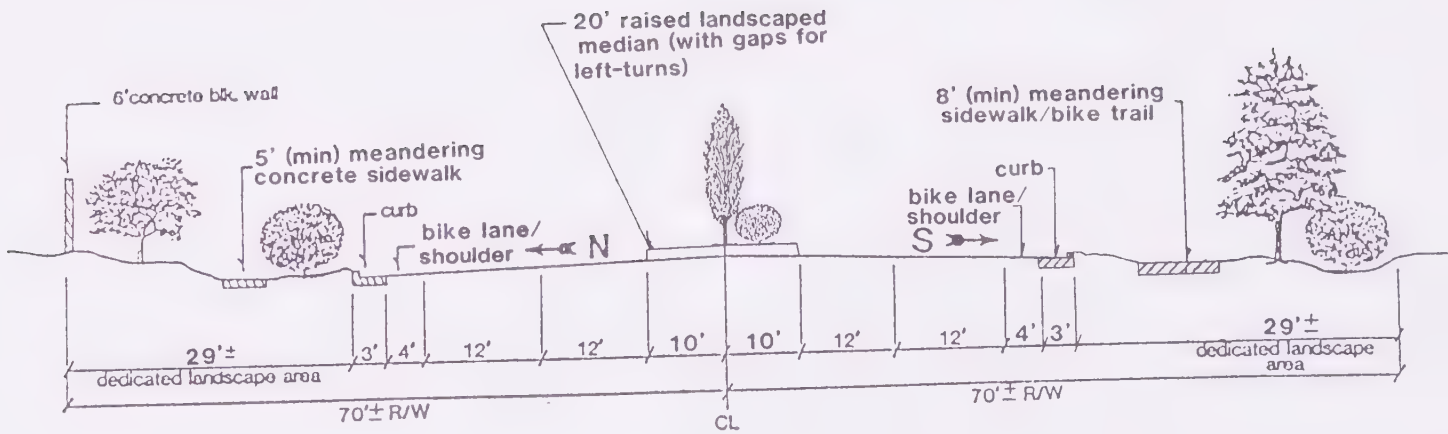
## 2. Specific Standards

- a. A theme tree shall be planted at least every 100'. The trees selected for the Douglas Blvd. corridor are members of the oak family.
  - 'Quercus douglasii' - Blue Oak - D
  - 'Quercus lobata' - Valley Oak - D
  - 'Quercus wislizenii' - Interior Live Oak E
  - 'Quercus agrifolia' - Coast Live Oak E
  - 'Quercus rubra' -Red Oak -D
  - 'Quercus ilex' - Holly Oak - E
  - (D=Deciduous, E=Evergreen)
- b. All theme trees to be located within the outside 15' of right-of-way.
- c. No tree or permanent structure shall be installed within 20' of the travelled way.
- d. The understory shall emphasize the use of native materials including:
  - 'Heteromeles arbutifolia' - Toyon
  - 'Ceanothus sp.' - Wild Lilac
  - 'Cercis occidentalis' - Redbud
  - 'Arctostaphylos sp.' - Manzanita
- e. There shall be an average of 4 trees and 10 shrubs required for each 100 lineal feet of landscaped area. A minimum of 1 tree for each 50 lineal feet is required. Existing trees may meet a portion of this standard, and the retention of native vegetation is the preferred alternative.

- f. The use of annuals is prohibited within the public right-of-way.
  - g. The use of granite boulders is encouraged within the outside 15' of right-of-way landscaped area and as an entry feature.
- f. Lighting
  - 1. Intersection lighting will be required along the Douglas Blvd. corridor.
  - 2. Light standards to be used shall be reviewed and approved by the Design Site Review Committee (DSRC).
- g. Trails
  - 1. All development improvements shall be required to provide area and construct a bike trail along this corridor.
  - 2. The trail shall be a minimum of 4' wide and shall not be the same area to be used for sidewalks.
- h. Individual Project Entries
  - 1. Greater flexibility in design shall be permitted for each project's major access point onto Douglas Blvd.
  - 2. The use of wood, brick, plaster, or other building material can be permitted where an owner wishes to establish an individual character to their project entry. A smooth and well-designed transition from the public right-of-way to these individualized entries will be required.
- i. Undergrounding
  - 1. All projects shall be required to participate in the undergrounding program for utilities along Douglas Blvd.
  - 2. All utilities shall be installed within the utility easement. This easement is located at the back of curb for the current 4-lane plan for Douglas Blvd. With development of the ultimate 6-lane section, the utility easement will be located under the shoulder of the road.



# DOUGLAS BLVD. N.T.S.



4 Lane

STANDARD SECTION

2. South Side of Douglas Boulevard, except as specified in this section, the standards for the south side of Douglas Blvd. shall be the same as those for the north side.

a. Expansion of Douglas Boulevard

1. The Douglas Blvd. right-of-way shall be improved as shown in Figure 1.
2. Additional right-of-way shall be dedicated where necessary.

b. Landscaping

Due to the existing natural features and vegetation on the south side of Douglas Boulevard, the maintenance and incorporation of these features into development plans is strongly encouraged.

c. Setbacks

1. All parcels currently undeveloped, or created after the adoption of the Community Design Element; and intended for residential use; shall maintain a 300' scenic setback/noise buffer along the south side of Douglas Blvd. outside the ultimate right-of-way. Within this buffer area, vegetation removal shall be kept to a minimum and revegetation of all disturbed areas shall be required.

B. Auburn-Folsom Road

Auburn-Folsom is one of the primary North/South routes accessing the Granite Bay community. It extends from the Placer/Sacramento County line to Auburn City limits and provides a view of many scenic rural areas. Due to this, it has also been designated a Scenic Corridor in the Placer County Scenic Highway Element. With the exception of the area near its intersection with Douglas Boulevard, the corridor is residential in nature. It is the intent of this plan to maintain the existing rural atmosphere by the implementation of the following Design Standards which apply to this corridor. The design standards for Auburn-Folsom Road will vary as to the location and type of development proposed.

1. Right-of-Way

Minimum right-of-way requirements are 110' south of Douglas Blvd. and 84' north of Douglas Blvd.

2. Landscaping

a. General Standards

1. All area not used for public improvements within the right-of-way to be landscaped and irrigated or maintained with the natural vegetation.
2. Landscaping to emphasize low maintenance, drought tolerant, native and compatible plant materials.
3. All areas to include live ground cover, shrubs and trees.
4. Plant material size shall be equal to or greater than the minimums specified in the Placer County Landscape Design Guidelines.
5. Each project shall develop its own landscape plan but shall maintain consistency with the specific standards herein.
6. Every effort should be made to preserve existing trees.

b. Specific Standards

1. The planting of one theme tree shall be required for every 100' of property frontage along Auburn-Folsom Road. The theme trees selected for Auburn-Folsom Road are the following oak species:

'Quercus douglasii' - Blue Oak - D

'Quercus lobata' - Valley Oak - D

'Quercus wislizenii' - Interior Live Oak - E

'Quercus agrifolia' - Coast Live Oak - E

'Quercus rubra' - Red Oak - D

'Quercus ilex' - Holly Oak - E

Where existing trees meet the theme tree standard, this requirement may be waived upon approval of the Design Review Committee.

2. The understory shall emphasize the use of native materials including:

'Heteromeles arbutifolia' - Toyon

'Ceanothus sp.' - Wild Lilac

'Cercis occidentalis' - Redbud

'Arctostaphylos sp.' - Manzanita

3. There shall be an average of 4 trees required for each 100 lineal feet of project frontage. At least 50% of the trees/shrubs in each project front shall be evergreen.

3. Lighting

- a. Street lighting will be required in the area near the intersection of Auburn-Folsom Road and Douglas Blvd.
- b. Light standards to be used shall be reviewed and approved by the Development Review Committee.

4. Trails

- a. All development proposals shall be required to provide area for a bike trail along this road.
- b. The trail shall be a minimum of 4' wide.

5. Setbacks

- a. All properties shall maintain a 25' scenic setback/buffer area along the Auburn-Folsom Road corridor outside of the ultimate right-of-way. Within this buffer area, vegetation removal shall be kept to a minimum and revegetation of all disturbed areas shall be required.
- b. No solid fences, walls or other permanent structure shall be erected (other than individual project entries approved by Design Review Committee).

- C. Commercial, Multiple Residential, and Professional Office Areas

There are primarily 5 areas zoned for commercial development within the Granite Bay Community Plan. For the purposes of this plan, property zoned for multiple family residential projects and professional office use will be required to meet the commercial development standards. The area slated for commercial



development on the Treelake Village property has one common design theme as specified in the Treelake Master Plan, therefore, is not specifically addressed here.

The commercial development within the Granite Bay Plan area is primarily intended to serve the community and recreational visitor to the area. The design standards stress the community's desire for neighborhood-type development and to create a village concept in the core of the commercial area at Auburn-Folsom Road and Douglas Blvd.

1. Douglas Blvd. and Sierra College Blvd.

This intersection is considered a primary "entrance" to the Granite Bay community. The majority of improvements and design requirements for Douglas Blvd. are detailed under section A. The following additional standards apply to commercial developments in these corridors.

a. Sidewalks

1. The sidewalks shall be concrete and a minimum of 4' in width.
2. The sidewalks must connect to the project's interior pedestrian circulation areas.

b. Landscaping

1. All projects fronting on Douglas Blvd. shall be required to participate in the "theme tree" program.
2. All projects shall be required to provide a minimum of 15' of on-site (outside of right-of-way) landscaping along the project frontage.

c. Trails

1. All development improvements shall provide area and construct a bicycle trail along the project frontages.
2. The trail shall be a minimum of 4' and shall not be the same area to be used for sidewalks.

d. Signs

1. All developments shall be permitted free-standing monument-type signs which identify the center only.
2. Individual tenant signs shall be installed on the building frontage.

2. Commercial projects - Douglas Blvd. near Berg Street and Barton Road.

As discussed in the previous section, the Douglas Boulevard design standards will apply to these projects in addition to those below.

a. Sidewalks

1. The sidewalks shall be concrete and a minimum of 4' in width.
2. The sidewalks must connect to the project's interior pedestrian circulation areas.

b. Landscaping

1. All projects fronting on Douglas Blvd. shall be required to participate in the "theme tree" program. Landscape design shall conform to the standards outlined in Section 3(A).
2. All projects shall be required to provide a minimum of 10' of on-site (outside of right-of-way) landscaping along the project frontage.

c. Trails

1. All development improvements shall provide area and construct a bicycle trail along the project frontages.
2. The trail shall be a minimum of 4' wide and shall not be the same area to be used for sidewalks.

d. Signs

1. All development shall be permitted free-standing monument-type signs which identify the center only.
2. Individual tenant signs shall be installed on the building front-ages.

e. Lighting

1. The on-site lighting shall be kept to a minimum in order to reduce impacts on the surrounding neighborhood.

3. Douglas Blvd. and Auburn-Folsom Road

This commercially-zoned area contains the core of the business community in Granite Bay. Project development should strive to achieve the village concept established originally in the Loomis Basin General Plan in 1975. To meet community wishes and the intent of this Plan, this theme must be expanded to include all commercial, professional office and multi-family zoned properties. The standards outlined below are in addition to those already enumerated above.

a. Sidewalks

1. The sidewalks shall be concrete and a minimum of 4' in width.
2. The sidewalks must connect to the project's interior pedestrian circulation areas.

b. Landscaping

1. All projects fronting on Douglas Boulevard shall be required to participate in the "theme tree" program.
2. All projects shall be required to provide an average of 15' of landscaped area along project frontages.

c. Trails

1. All development improvements shall provide area and construct a bicycle trail along the project frontages.

2. The trail shall be a minimum of 4' wide and shall not be the same area to be used for sidewalks.

d. Signs

1. All developments shall be permitted free-standing monument-type signs which identify the center only.
2. Individual tenant signs shall be installed on building frontages as defined in the Placer County Sign Ordinance.
3. Developments should be encouraged to provide individual letter signage rather than cabinet-type.
4. Individual letter height shall not exceed 18" excluding major tenants which will be reviewed on an individual basis by the Design Review Committee.

e. Lighting

1. All on-site lighting shall be kept to a minimum in order to reduce impacts on the surrounding neighborhood.

f. Undergrounding

1. Undergrounding of all utilities is required on Auburn-Folsom Road  $\pm$  1,000' north and south of Douglas Blvd.

g. Project Design

1. All projects shall be designed to promote the rural village concept.
2. Developments are to stress the use of earth tones. Primary colors are discouraged.
3. Every effort shall be made to design projects so that noise-generating uses are buffered from adjoining residential uses.
4. All mechanical equipment and architectural appurtenances shall be planned to be screened and/or incorporated into the building design.
5. All trash enclosures and storage areas shall be as unobtrusive as possible.



D. Subdivisions

The Design Standards in this section are proposed as additional implementation measures in the Community Design Element to those required in the Land Development Manual and specific corridors discussed herein. These guidelines are intended to encourage innovative residential developments and efficient use of land in keeping with the wishes of the Granite Bay community. The goal is that all subdivision design and layout is suited to the particular site and overall locale. The use of planned unit development type subdivisions is encouraged within the Granite Bay area as stated in the Land Use Section.

1. Grading

- a. Mass grading shall not occur outside of the commercial areas.
- b. All proposed grading (as defined in the Placer County Grading Ordinance) shall require review and approval by Placer County.
- c. Every effort shall be made to preserve as much natural vegetation as possible.
- d. A Revegetation Plan shall be submitted for all disturbed areas.

2. Vegetation Removal/Landscaping

- a. Tree removal shall be kept to a minimum and is subject to prior approval by Placer County.
- b. Revegetation/landscaping plans shall emphasize the use of native and compatible, drought tolerant plant materials.
- c. All natural streams, drainage areas and floodways shall be maintained in their natural state unless specific approval for modification is given by the Development Review Committee and other appropriate agencies, and such work is necessary for maintenance of a free-flowing channel.

3. Public Improvements

- a. Sidewalks, lighting, etc. shall be required as specified in the sections of this Element for the applicable corridors. All other public improvements shall be developed as required in the specific conditions of approval and the Land Development Manual.

4. Subdivision Design

- a. Lots shall be sited to preserve the existing natural features and the greatest amount of open space on each project.

5. Trails

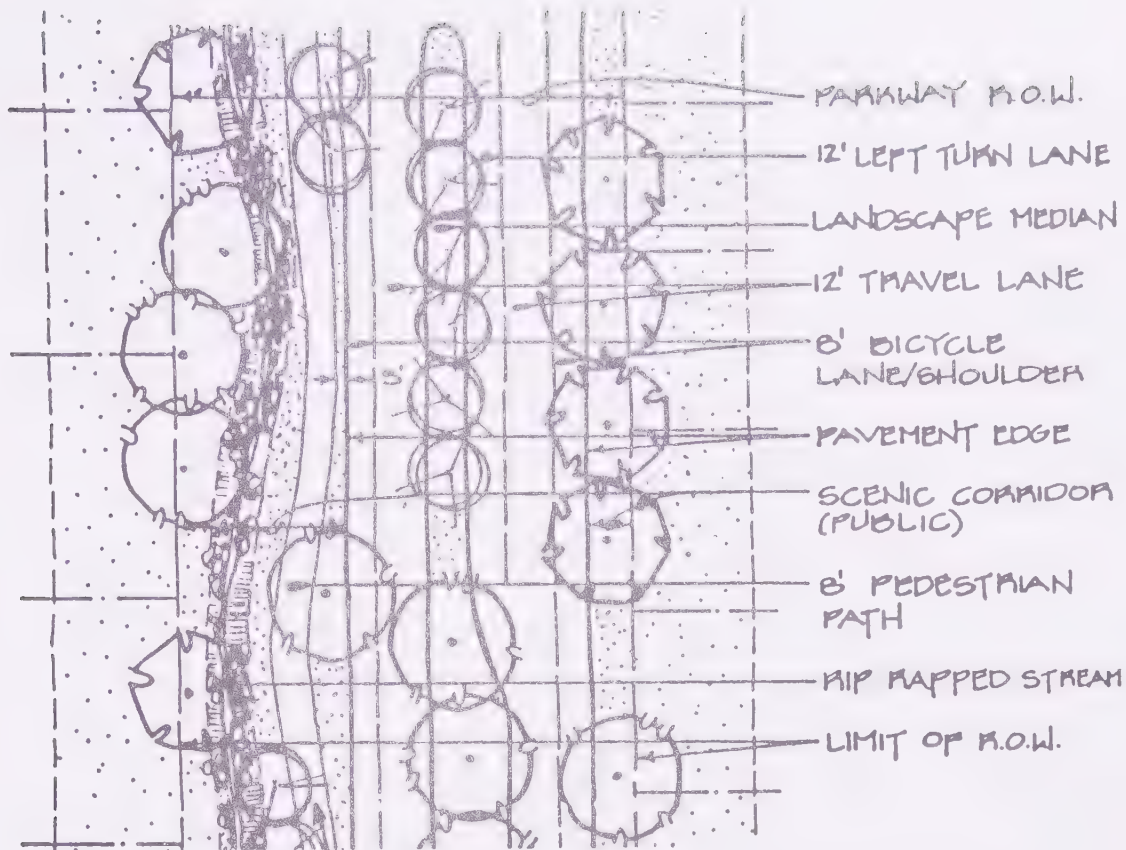
- a. Equestrian, bicycle/pedestrian trails shall be incorporated into all development plans in conformance with the Trails program in the Recreation Element of this Plan.

E. Other Roads and Trails

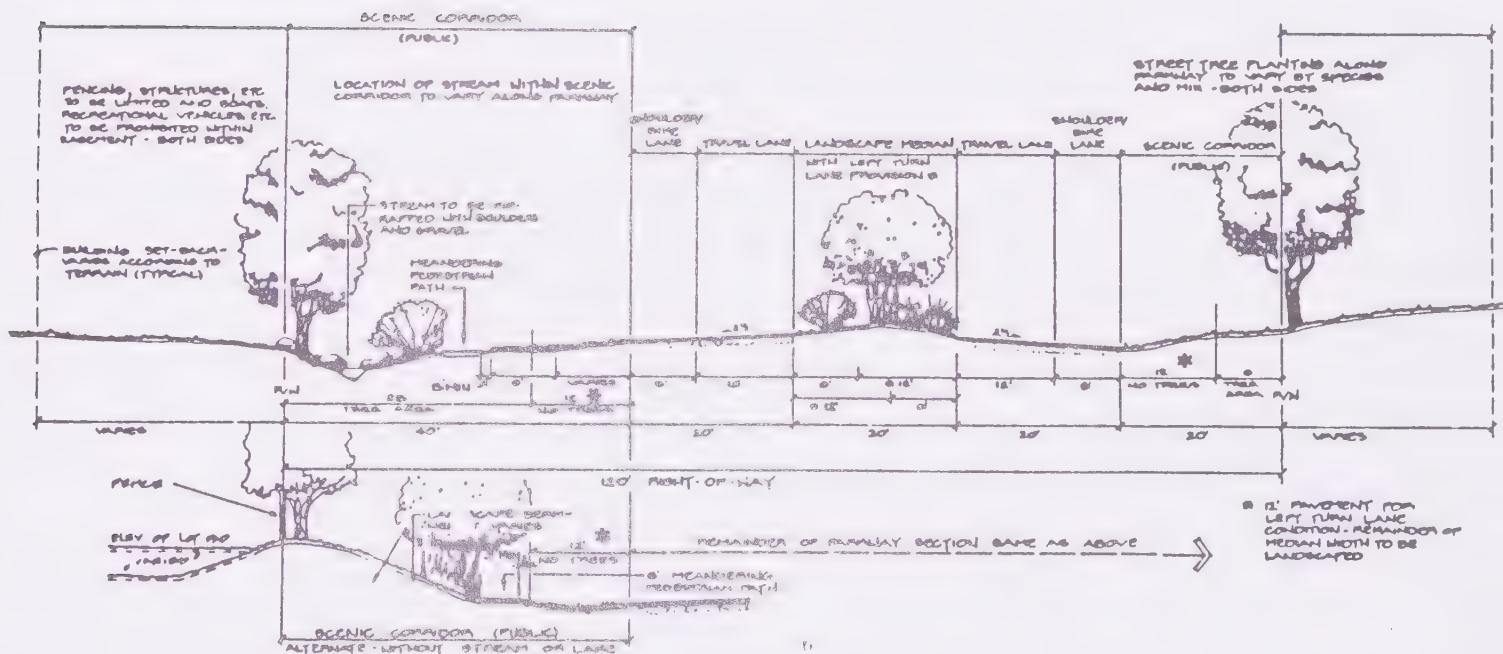
There are several other roads within the limits of the Granite Bay Community Plan that appear in the Circulation Element that require discussion here.

1. Treelake Parkway

The Treelake Parkway was planned designed and approved as part of the Treelake Village project. The design standards are as illustrated in plans included in this Element. This road extends beyond the boundaries of the Treelake Village property to Barton Road. Road standards off-site are to be the same as shown on the following cross section and sketch .



TO BE LOCATED 3'(MIN) OUTSIDE OF FUTURE LANE



Note: No trees shall be planted within 12' of the roadway pavement in the scenic corridor.

North of the Village Center, a landscaped berm shall meander along the scenic corridor instead of a rip rapped stream.

ARTIST CONCEPT  
PARKWAY CORRIDOR

2. Eureka Road Connector

The proposed Eureka Road connector from Sierra College Blvd. to Treelake Parkway is referenced in the Circulation Element. Design standards will be developed at such time as the property develops, but should include bike lanes, sidewalks and street trees.

3. Sierra College Blvd.

Current studies indicate the need for 6 traffic lanes on Sierra College Blvd. south of Douglas Blvd. Ultimate right-of-way proposed is 110' to the south, while north of Douglas Blvd. required right-of-way is 84'. Outside of the areas where formalized landscaping is necessary, projects fronting on Sierra College Blvd. will be required to revegetate all disturbed areas with native and compatible drought-tolerant plant materials. No grading shall result in greater than 2:1 slopes on these properties. Undergrounding of all utilities is required  $\pm$  1,000' each side of Douglas Blvd.

4. Rocklin Road Extension

The proposed Rocklin Road extension will direct traffic to a second entrance into Folsom Lake State Recreation Area. The corridor shown on the Circulation Element for the road traverses a predominantly rural residential area. In order to buffer existing and future dwellings, all areas disturbed during construction shall be required to be revegetated with native and compatible drought-tolerant plant materials. Resulting slopes shall not exceed 2:1.

5. Trail Plan

The Recreation Element of this Plan contains a Trails Plan that indicates the proposed pedestrian, equestrian and bicycle trails within the Granite Bay Community Plan. It is the intent of the Community Design Element that these trails be constructed with the required improvements on



all public and private projects upon which these trails are shown. In addition to the above projects, Placer County has set aside monies to fund portions of the Trails program.



SUBJECT: JUSTIFICATION OF FIRE MITIGATION FEES

The South Placer Fire District mitigation fees are based on the following needs. These items are needed to provide protection for new development within the district. These facilities and equipment will maintain the current level of protection throughout the district.

<u>ITEM</u>	<u>COST</u>
Fire Station - Los Lagos Subdivision	Ø (Built by Developer)
Fire Engine	135,000
Grass Truck	35,000
Fire Equipment	18,500
Station Furnishings	15,000
Landscaping	5,000
Fees	5,000
	<u>\$ 213,500</u>
Fire Station - Tree Lake Village	Ø (Built by Developer)
Fire Engine	135,000
Grass Truck	35,000
Fire Equipment	18,500
Station Furnishings	15,000
Landscaping	5,000
Fees	5,000
	<u>\$ 213,500</u>
Additional Fire Station Costs	
Over & Above Agreement w/Developers	<u>\$ 150,000</u>
TOTAL	\$ 577,000

These costs are estimates based on current rates and are subject to change with inflation.

BREAKDOWN OF FEES

The district has determined that approximately 4,963 homes are going to be built within its boundaries. Developers have provided mitigation by previous arrangement for 1,463 of the homes by building fire stations. Other developments will have to pay their way. Approximately 3,500 homes will still have to be mitigated. This figure was based on information provided by the Eureka School District, total sewer hookups available and the Planning Department.

The commercial growth in the district is hard to estimate due to the use, shape and size varieties of business builders. Using the Loomis Basin general plan as a guide, it was estimated that there will be approximately 500,000 sq. ft. of commercial buildings added within the district boundaries.

A fire mitigation fee of \$150.00 per residential home and a fee of a maximum\* of 15¢ per square foot of commercial building will generate approximately \$575,000.

\*Sprinklered commercial buildings will be charged 7.5¢ per square foot.

MITIGATION MONITORING PROGRAM  
GRANITE BAY GENERAL PLAN  
5-3-89

I. INTENT

The Granite Bay General Plan contains numerous Goals and Policies. In many cases, these Goals and Policies are an expression of intent by the County to minimize environmental impacts resulting from development. It is a policy of Placer County to monitor the implementation of the adopted Goals and Policies and to recognize these goals and policies as mitigation measures incorporated into the project. Public Resources Code section 21081.6 requires the adoption of a monitoring/reporting for this program.

The level of detail of this program is comparable to the degree of specificity in the General Plan and E.I.R. and is intended to assist the public in understanding the process by which the county will monitor the implementation of the General Plan and mitigating measures. Monitoring programs for individual projects will be considerably more detailed.

II. RESPONSIBLE PARTIES

The responsibility for monitoring the implementation of the Granite Bay General Plan and thus the mitigation measures adopted as a part of the project falls primarily to the County. The key participants in this monitoring role will be the Board of Supervisors, Planning Commission, Community Development Department, Public Works Department, Health Services Department, Parks Division of Administrative Services Department, and other County staff. Community Development Department will assume the lead role in monitoring. Other agencies involved in the land development process, and thus also carrying out a monitoring role, include the South Placer Fire District, San Juan Suburban Water District, Eureka School District, Roseville High School District, Loomis School District, South Placer Municipal Utility District, State Department of Fish & Game, U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service and others. With individual projects, one or more of these agencies may be required to identify a monitoring/reporting program.

III. MONITORING PROCESS

The mitigation measures identified in the E.I.R. for the Granite Bay General Plan and the Goals and Policies of the Plan are implemented in at least three major ways:



- A. Many of the mitigation measures/goals and policies are implemented with the adoption of the General Plan and Precise Zoning and therefore do not require any further monitoring. Examples of these are as follows:
1. Adoption of the Design Control (-Dc) combining zone for certain identified properties (150+/- acres).
  2. Continued monitoring of the Jobs/Housing Balance in South Placer (South Placer Traffic Study, Circulation Element).
  3. Implementation of water conservation measures (Community Design Element).
  4. Minimizing the need for bussing and increasing the safety of children going to and from school through the proper location of school facilities (School locations identified in the Plan).
  5. Requiring a minimum 100 foot wide setback buffer along each side of intermittent and perennial streams (Precise Zoning).
- B. Other measures will be implemented with the future adoption of an ordinance, or have already been implemented due to a current ordinance, and the ordinance itself is the monitoring measure, or contains a comparable monitoring/reporting requirement. Examples of these are as follows:
1. Implementation of the Land Division Ordinance (Chapter 19, Placer County Code).
  2. Adoption and implementation of a Right-to-Farm Ordinance.
  3. Implementation of the Capital Improvement Project and Loomis Basin Traffic Limitation Zone Ordinance.
  4. Requiring compliance with all Air Pollution Control District rules and regulations.

5. Providing a variety of Park and Recreation facilities to meet the needs of all segments of the population living in the Granite Bay area. (Park Dedication/Fee Ordinance, Planned Unit Development Ordinance.)
  6. Adoption of a joint SPFD/Placer County Ordinance requiring payment of Fire Impact Fees.
  7. Adoption and implementation of the grading ordinance.
  8. Adoption and implementation of a tree ordinance (currently a budgeted project within the Community Development Department).
- C. The majority of the mitigation measures identified, that have been incorporated into the General Plan, appear as statements of Goals or Policies. These are monitored as a part of the on-going development review and approval process and are implemented on a project-by-project basis. A few examples of these are as follows:
1. Encouraging compatibility between neighboring land uses.
  2. Safeguarding and maintaining natural waterways, riparian areas, floodplains, and the Folsom Lake Watershed.
  3. Encouraging the development of planned unit developments and small lot subdivisions which maintain the pastoral nature of the community through site sensitive design.
  4. Maintaining (traffic) LOS C in the Granite Bay General Plan area.
  5. Controlling fugitive dust by use of water and other reasonable dust controls.
  6. Requiring Traffic Noise mitigation for Low Density Residential land uses located along Major Arterials.

7. Limiting construction activities to daylight hours.
8. Preserving all outstanding areas of natural vegetation or fish and wildlife habitat.
9. Clustering developments to avoid habitat fragmentation of the oak woodlands.
10. Preserving and enhancing all significant historic and archaeological site and features.

#### IV. ENFORCEMENT

- A. Enforcement of those items identified in paragraph III above are the responsibility of a variety of departments/agencies, whose areas of concern can be summarized as follows:

Community Development Department - Land use, design review, zoning code enforcement, subdivision review, signage, General Plan consistency, building code enforcement, environmental review.

Public Works Department - Grading, drainage, subdivision review, transportation and circulation, sewer service, environmental review.

Health Services Department - Noise, sewage disposal, public safety, water quality, air quality, environmental review.

Parks Division - Public recreation facilities, trails.

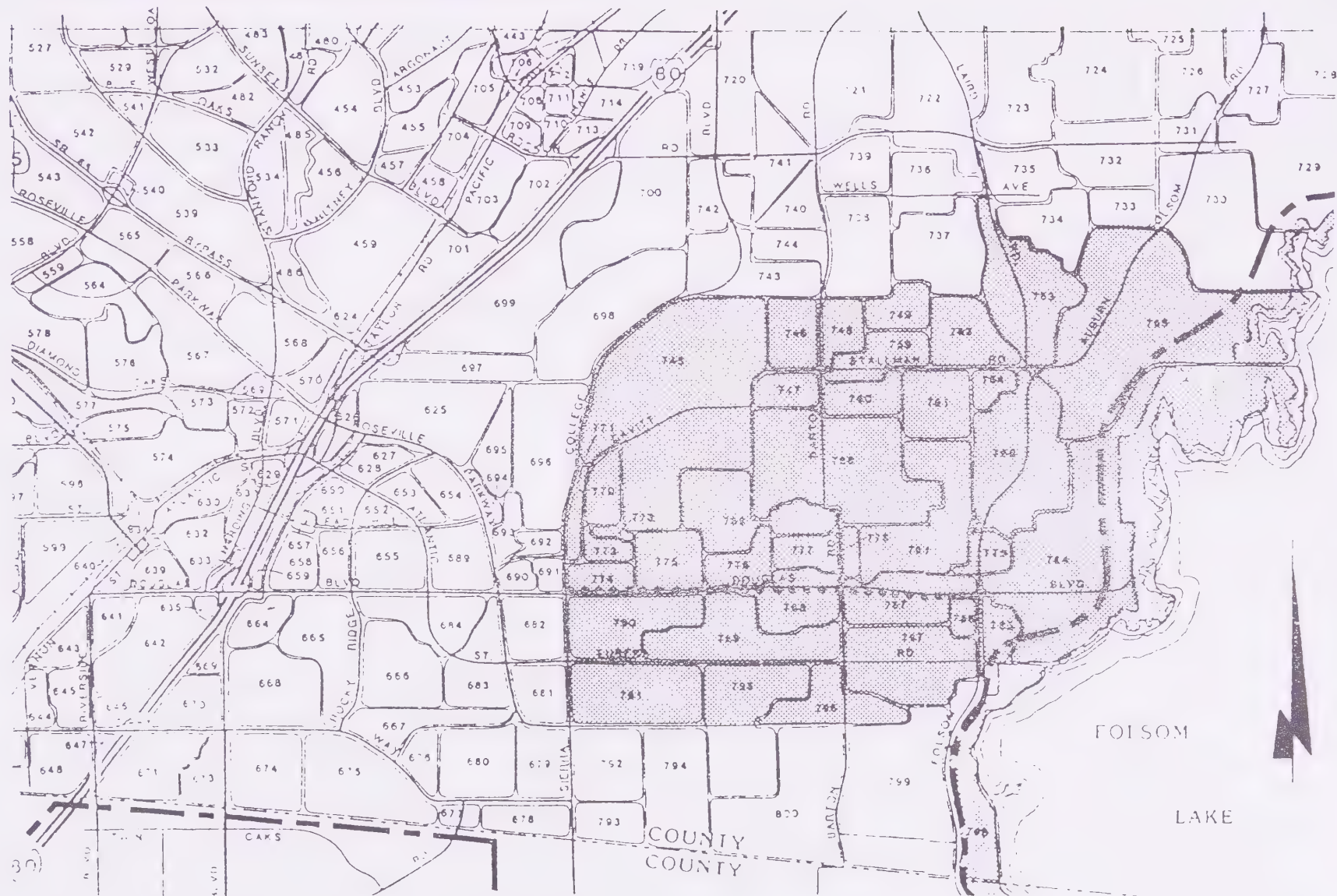
- B. The adoption of new ordinances by Placer County is dependent upon staff and budget constraints. The timing of the implementation of any new ordinances will therefore vary. For example, the proposed tree ordinance is currently a budgeted project within the Community Development Department's 1988-89 work program. The completion (adoption) of this particular task is scheduled for the 1989-90 fiscal year and budget requests have been made to allow for adoption of such an ordinance.

- C. As stated in paragraph III C above, many of the mitigation measures/goals and policies are implemented on an on-going basis, as a part of the development review process. Monitored and reporting for these measures are accomplished as a part of the County review of individual land development proposals. The most common way in which this is accomplished is through the following permit processes.
1. Design review-building permit-certification of occupancy: The Community Design Element will help to establish special areas of concern to be implemented through the Design Review process. Building permits cannot be issued and buildings not occupied unless requirements of the Zoning Ordinance and those conditions of the Design Review Agreement are completed as a part of the project. Thus the reporting and monitoring is complete prior to issuance of a certification of occupancy.
  2. Subdivision review-final subdivision map review and acceptance of subdivision improvements: Subdivision approvals will be conditioned to adhere to the goals and policies of the general plan and applicable zoning regulations. Final subdivision maps cannot be recorded and improvements not accepted unless they conform to the subdivision map approval. Thus, the monitoring and reporting program is complete and compliance ensured at the time the County approves the filing of the final map.
  3. General Plan consistency requirements. Numerous types of discretionary approvals require a finding by the approving agency that the project is consistent with the General Plan. This process assures compliance with the mitigation measures included in the General Plan and thus is a part of the monitoring program. In Placer County subdivision approvals, and by policy, conditional use permits and design reviews require a finding of consistency with the applicable General Plan.

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MMPGBGP.FY3



# TRAFFIC ANALYSIS ZONES

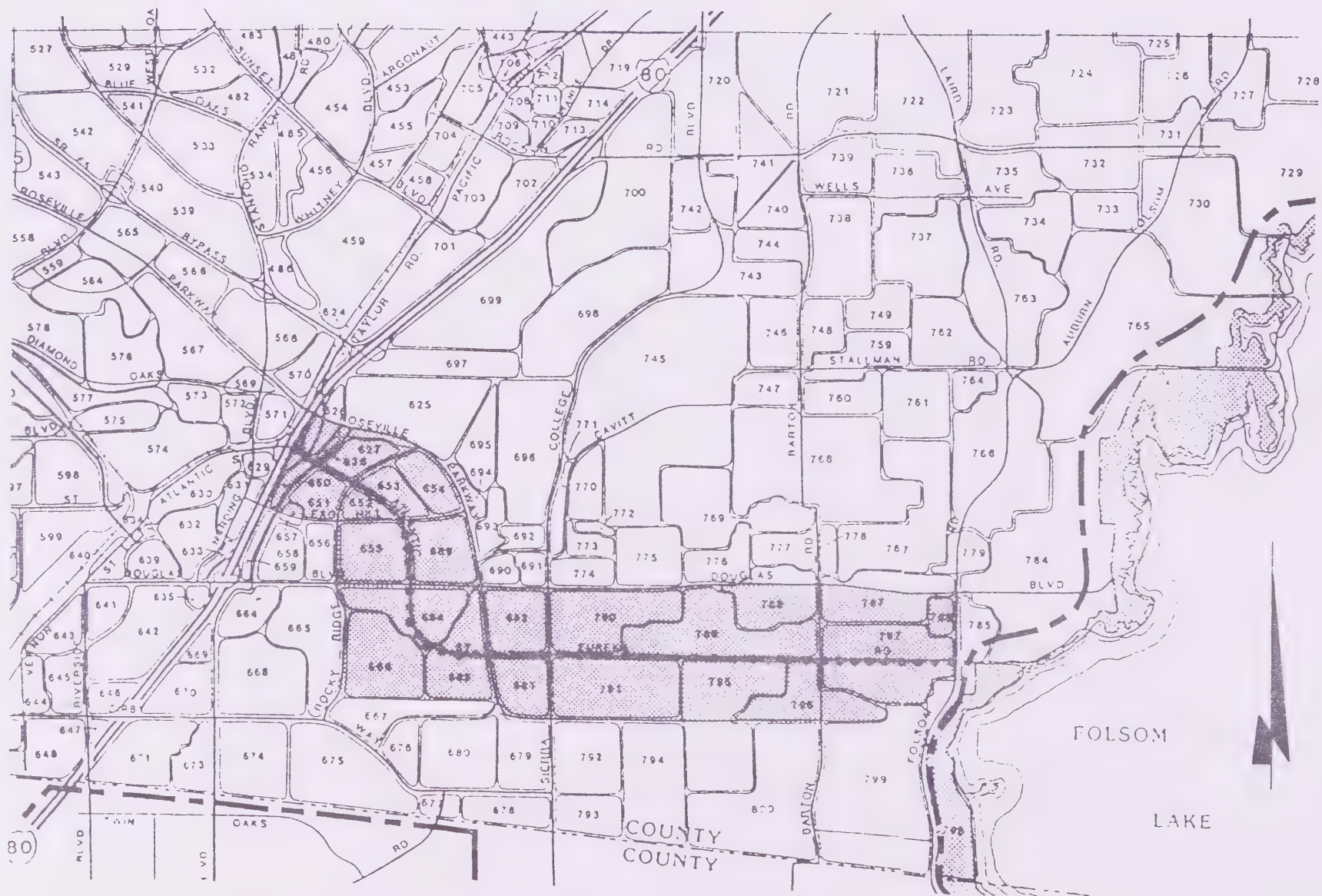


Category 2) Local Projects from  
South Placer Traffic Study  
A) Douglas Boulevard

Improvement Cost: \$2,398,200  
Potential Traffic: 39,171 trip-ends  
Per Trip-end Fee: \$ 61.22



Area of Benefit Boundary:   
Limits of Construction: ..... 

# TRAFFIC ANALYSIS ZONES



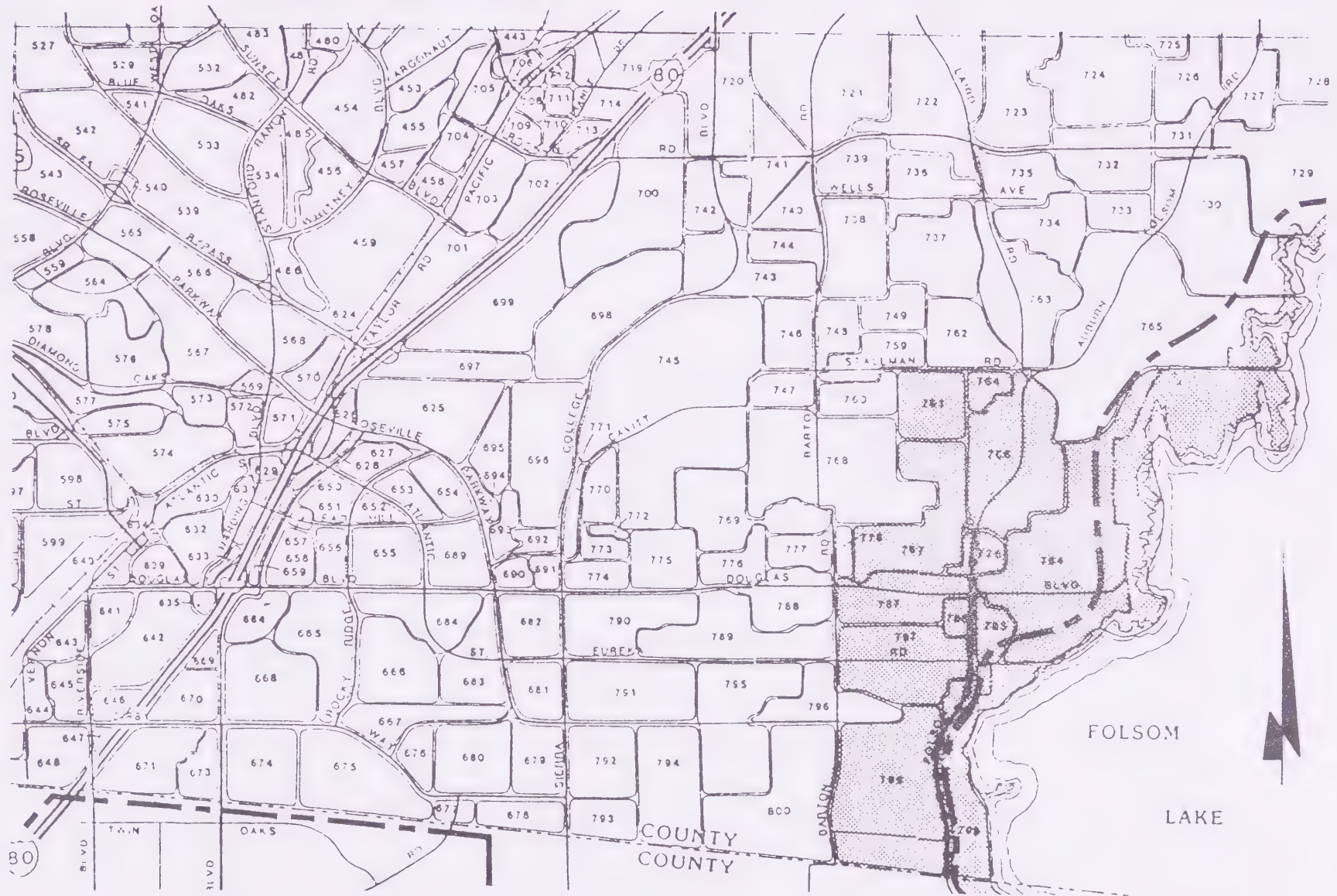
Category 2) Local Projects from  
South Placer Traffic Study  
B) Atlantic Street Extension/  
Eureka Road

Improvement Cost: \$2,900,000  
Potential Traffic: 115,066 trip-ends  
Trip-end Fee: 25.20

Area of Benefit Boundary:   
Limits of Construction: 





# TRAFFIC ANALYSIS ZONES

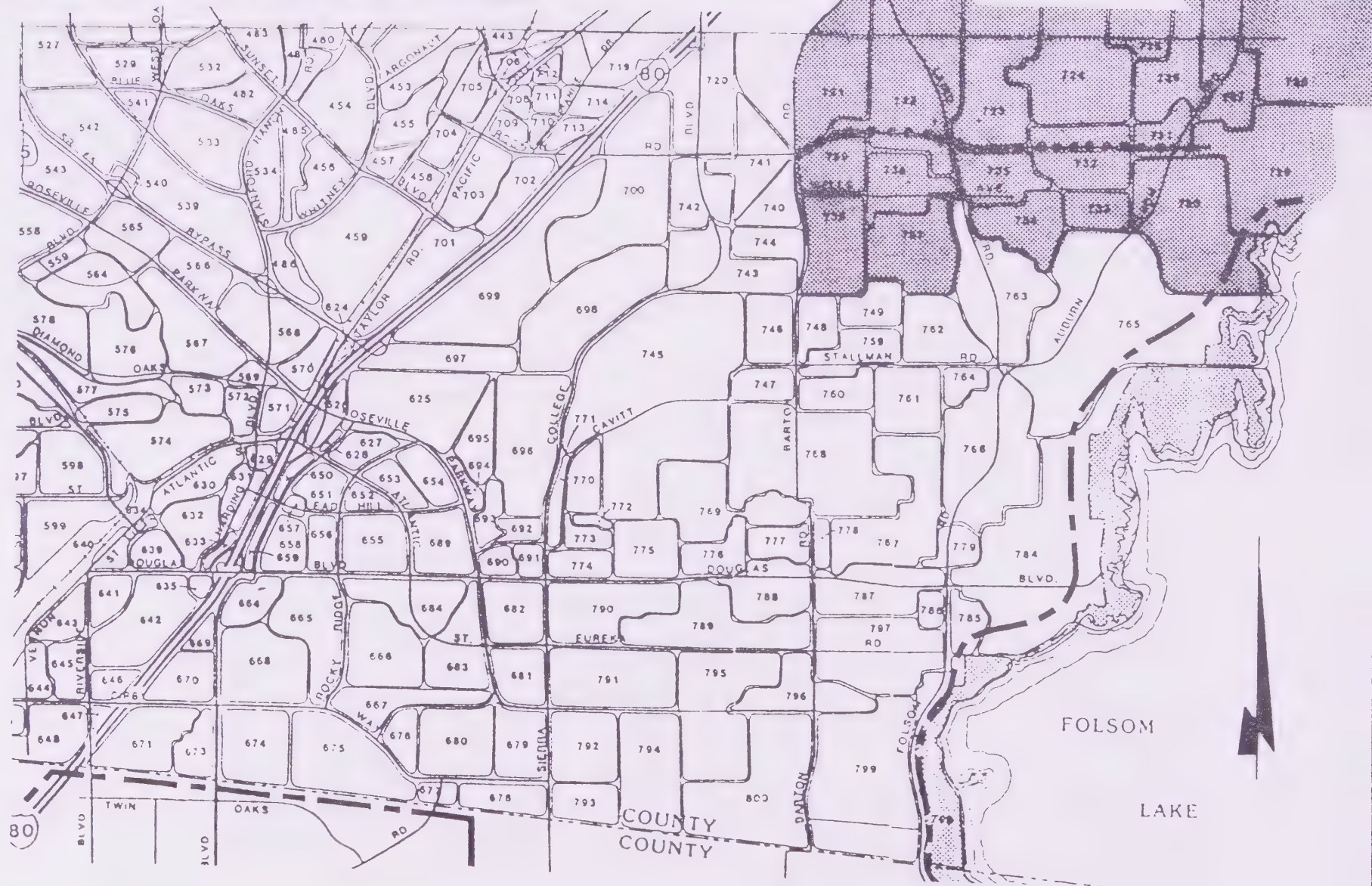


Category 2) Local Projects from  
South Placer Traffic Study  
C) Auburn-Folsom Road

Improvement Cost: \$1,869,600  
Potential Traffic: 23,432 trip-ends  
Per Trip-end Fee: \$ 79.79



Area of Benefit Boundary:   
Limits of Construction: 

# TRAFFIC ANALYSIS ZONES



Category 2) Local Projects from  
South Placer Traffic Study  
D) Rocklin Road Extension  
(not including construction)

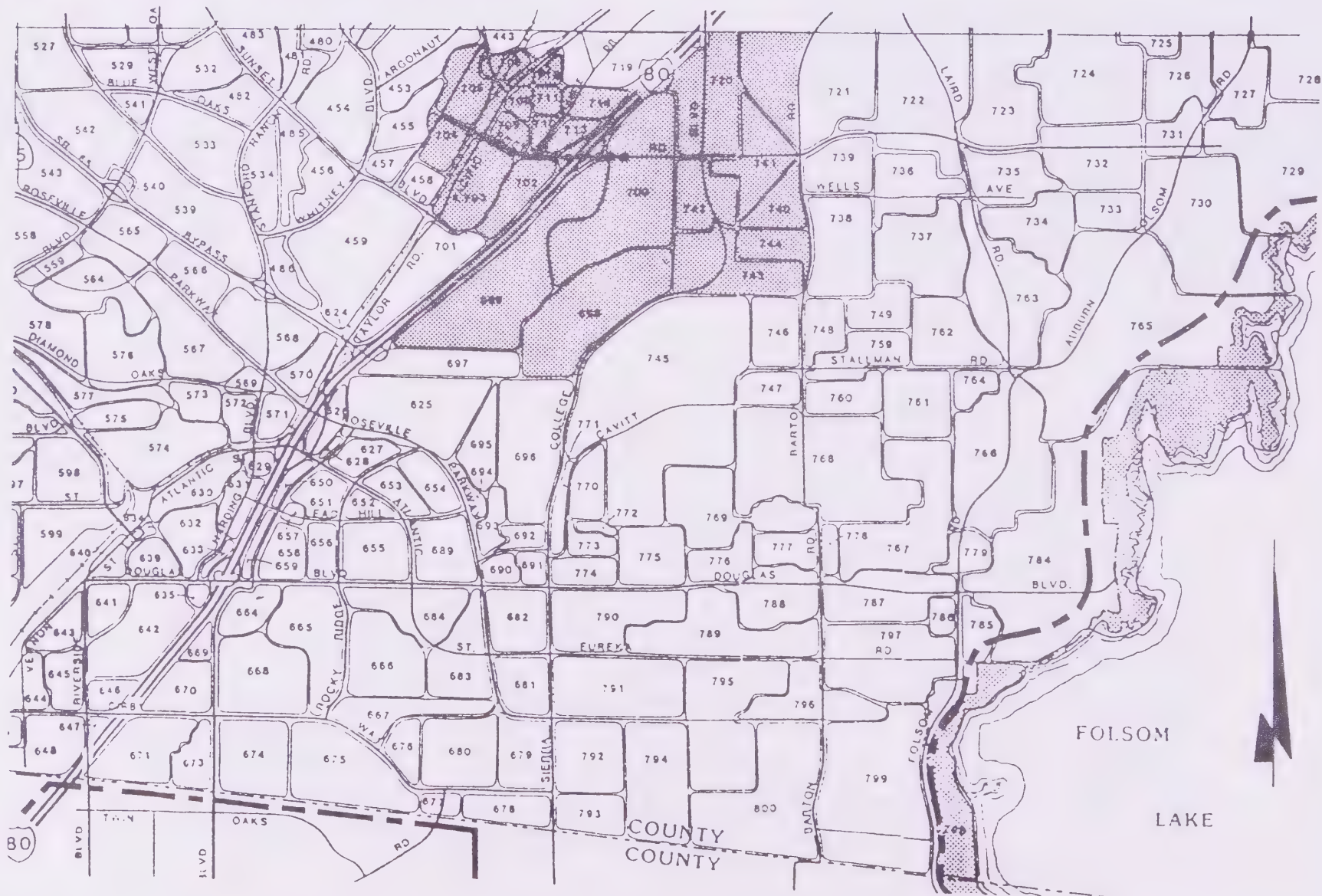
Improvement Cost: \$600,000  
Potential Traffic: 6,653 trip-ends  
Per Trip-end Fee: \$ 90.18

Area of Benefit Boundary:   
Limits of Construction: 



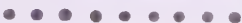


# TRAFFIC ANALYSIS ZONES



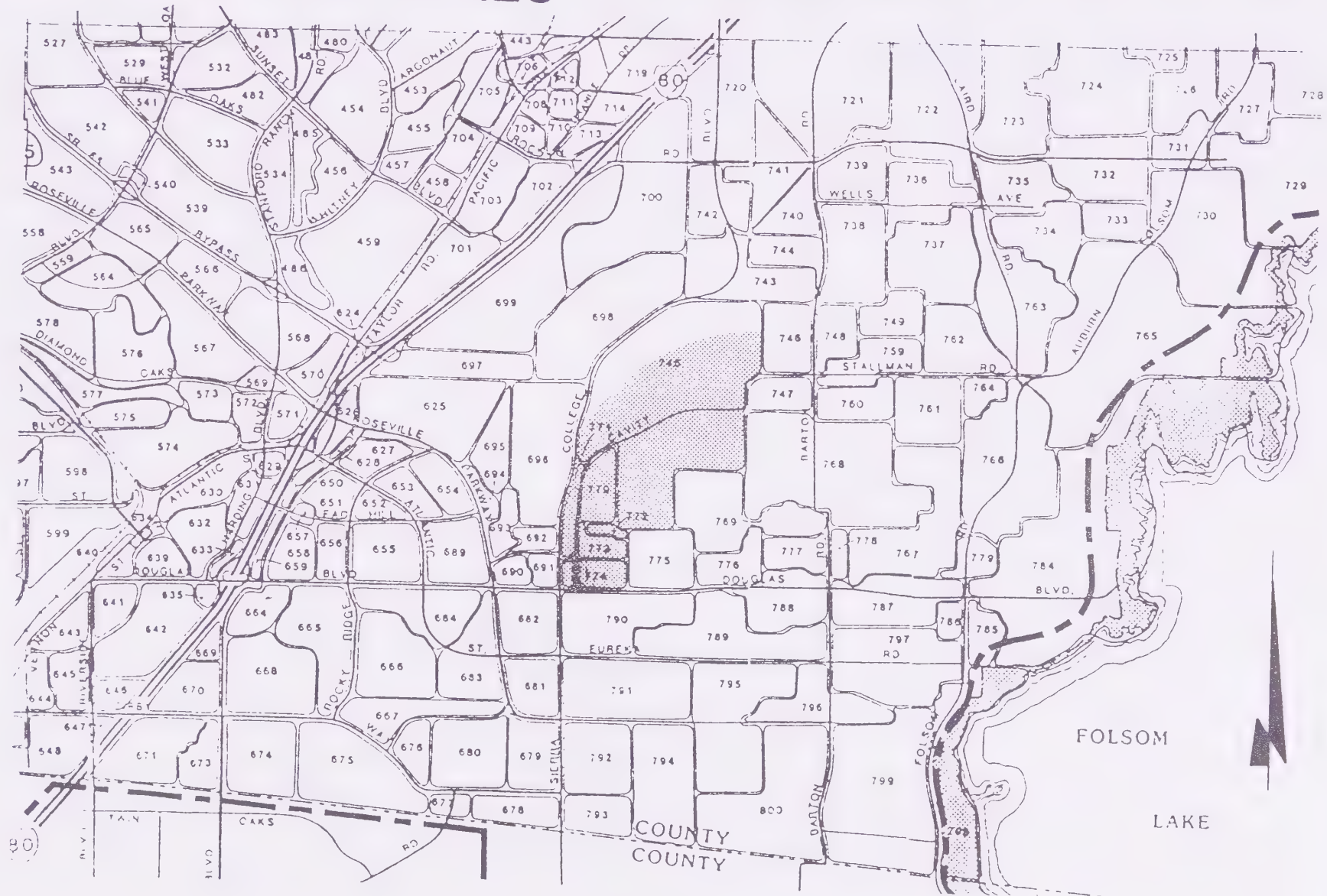
Category 2) Local Projects from  
South Placer Traffic Study  
F) I-80/Rocklin Road Interchange  
Area

Improvement Cost: \$7,214,500  
Potential Traffic: 98,366 trip-ends  
Per Trip-end Fee: \$ 79.79

Area of Benefit Boundary:   
Limits of Construction: 



# TRAFFIC ANALYSIS ZONES



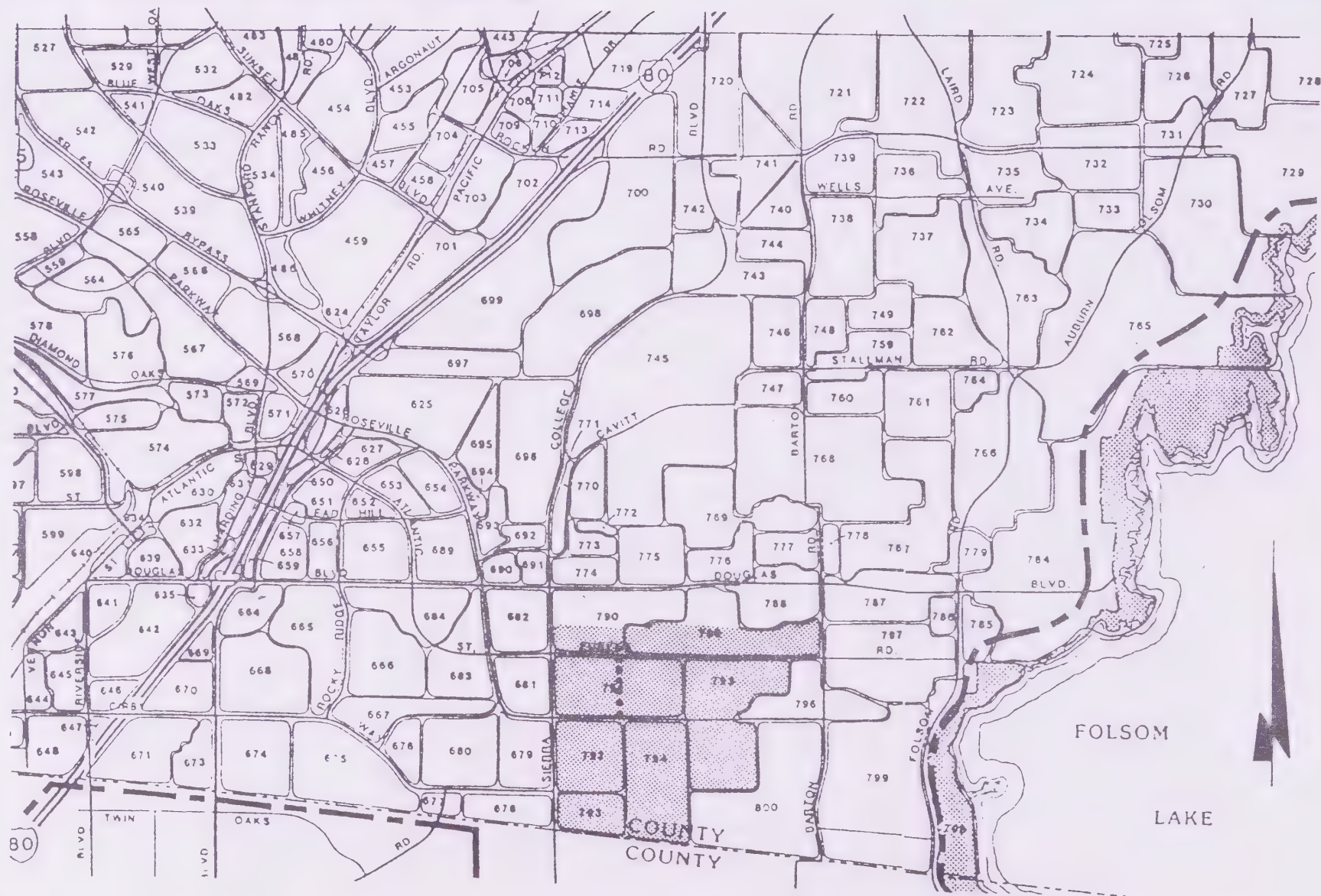
Category 3) Projects from Granite Bay General Plan

A) Cavitt Stallman Rd./ Douglas Blvd. Connector

Total Improvement Cost: \$250,000  
 Program Share: \$ 83,333  
 Potential Traffic: (trip-ends) 4,172  
 Per Trip-end Fee: \$ 19.97



Area of Benefit Boundary:   
 Limits of Construction: 

# TRAFFIC ANALYSIS ZONES



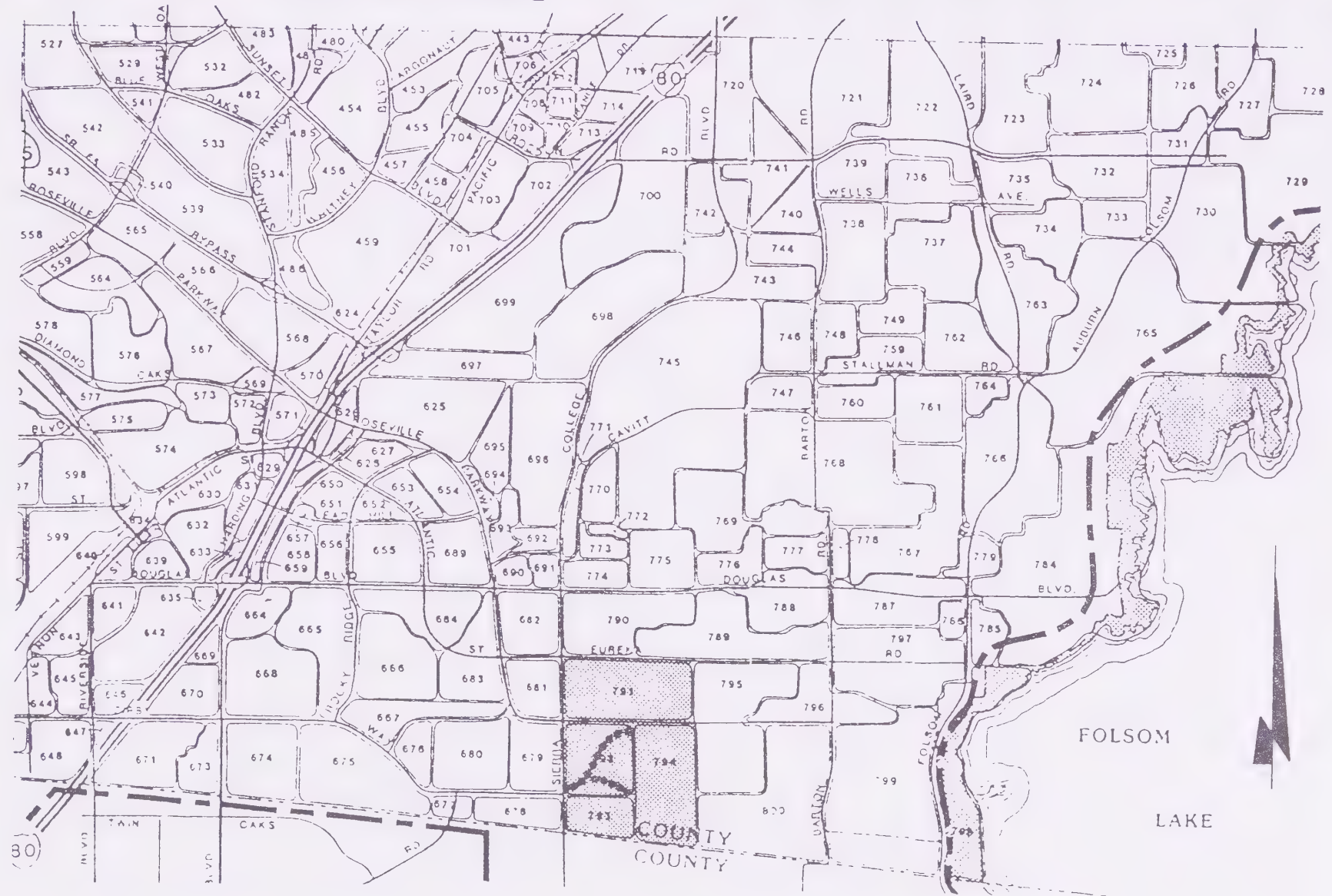
Category 3) Projects from Granite Bay General Plan  
 B) Eureka Rd./Roseville Parkway Connector

Total Improvement Cost: \$500,000  
 Program Share: \$166,667  
 Potential Traffic: (trip-ends) 12,208  
 Per Trip-end Fee: \$ 13.65

Area of Benefit Boundary:   
 Limits of Construction: ..... 



# TRAFFIC ANALYSIS ZONES

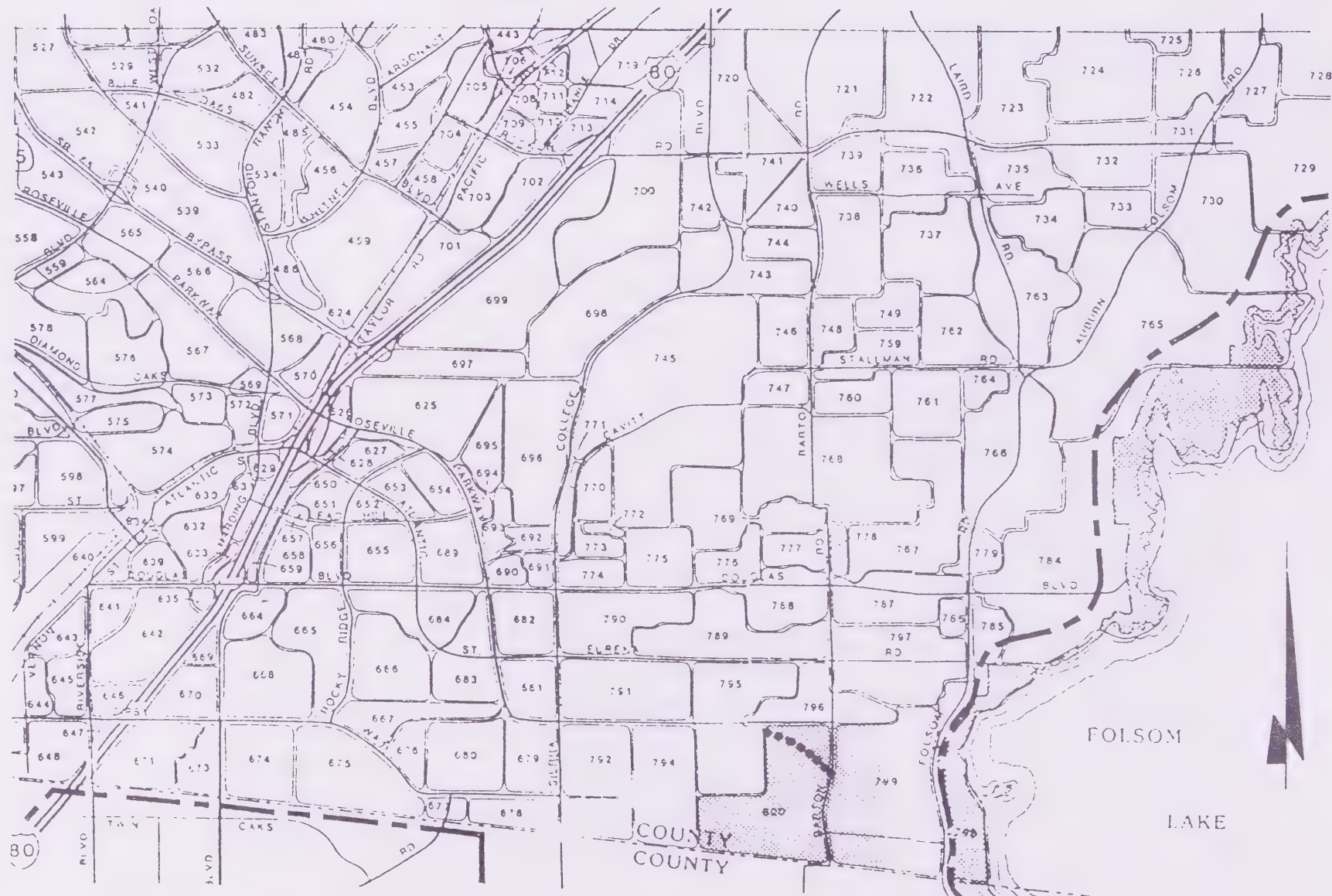


Category 3) Projects from Granite  
Bay General Plan  
C) Old Auburn Road Extension

Total Improvement Cost: \$1,450,000  
Program Share: \$ 483,333  
Potential Traffic: (trip-ends) 8,538  
Per Trip-end Fee: \$ 56.61



Area of Benefit Boundary:   
Limits of Construction: 

# TRAFFIC ANALYSIS ZONES



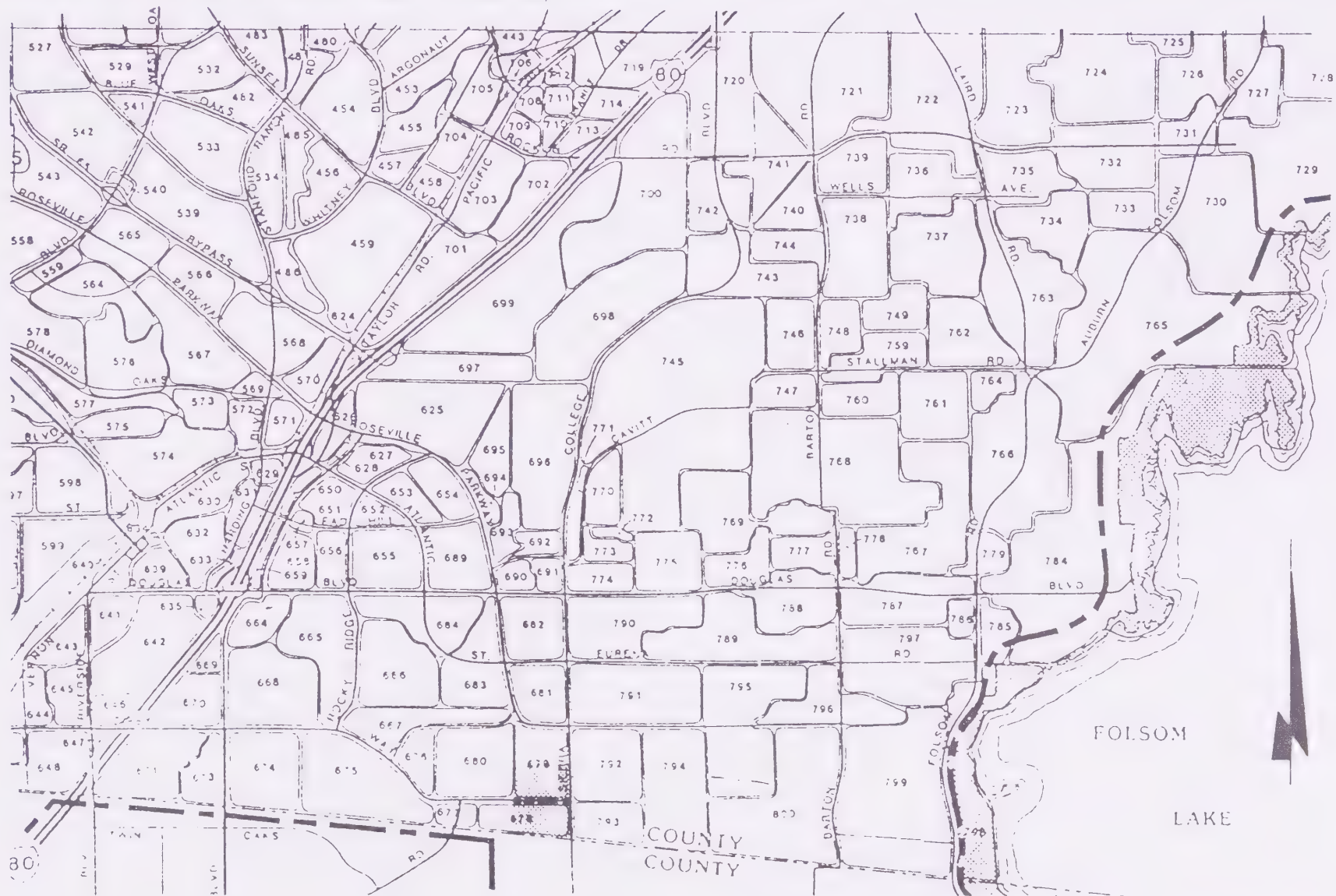
Category 3) Projects from Granite  
Bay General Plan  
D) Barton Rd./Roseville Parkway  
Connector

Total Improvement Cost: \$400,000  
Program Share: \$133,333  
Potential Traffic: (trip-ends) 815  
Per Trip-end Fee: \$163.60

Area of Benefit Boundary:   
Limits of Construction: 



# TRAFFIC ANALYSIS ZONES

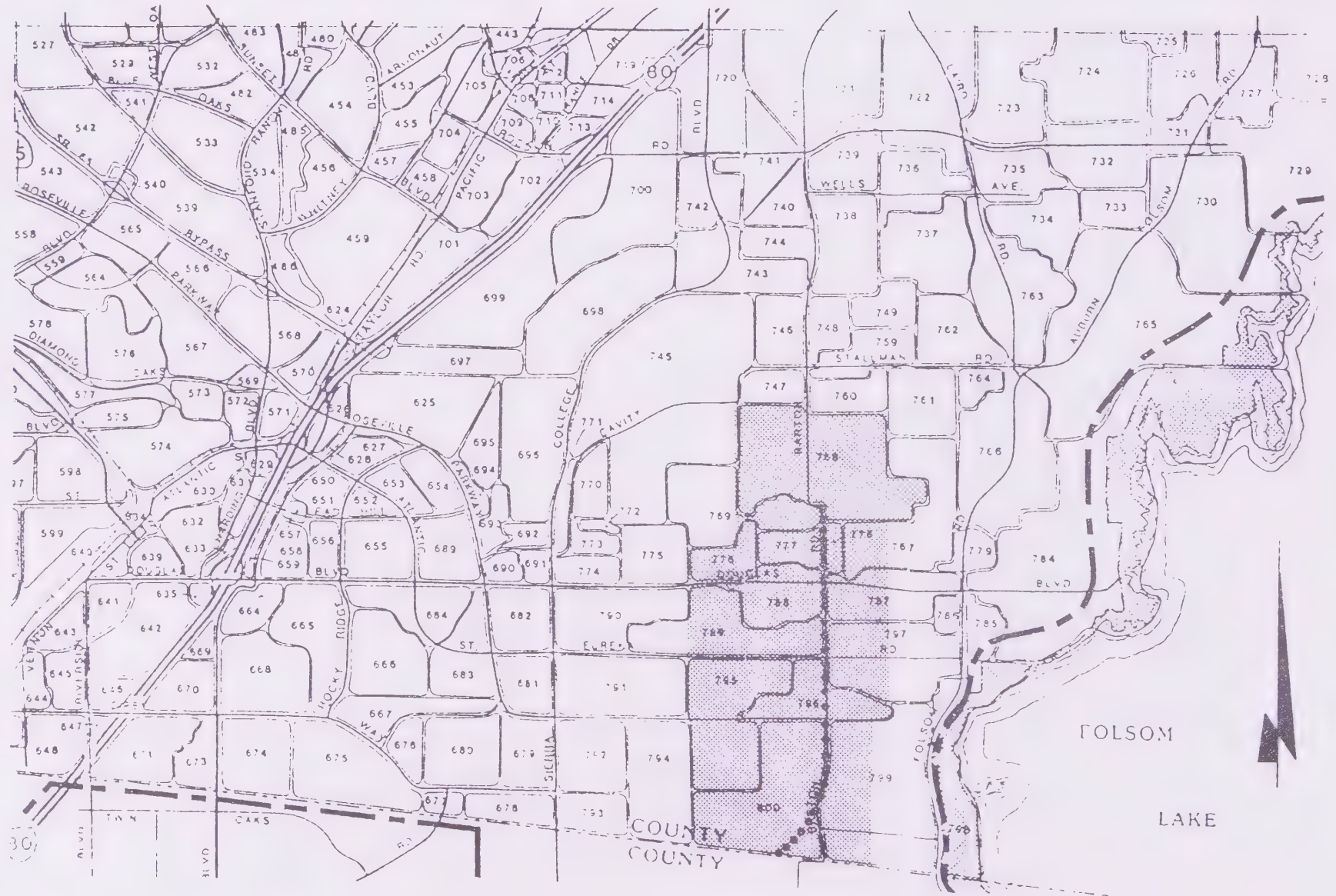


Category 3) Projects from Granite  
Bay General Plan  
E) Old Auburn Road

Total Improvement Cost: \$300,000  
Program Share: \$100,000  
Potential Traffic:(trip-ends) 1,131  
Per Trip-end Fee: \$ 88.42


Area of Benefit Boundary:   
Limits of Construction: 

# TRAFFIC ANALYSIS ZONES



Category 3) Projects from Granite  
Bay General Plan  
F) Barton Road

Total Improvement Cost: \$2,500,000  
Program Share: \$ 833,333  
Potential Traffic: (trip-ends) 11,657  
Per Trip-end Fee: \$ 71.49

Area of Benefit Boundary:   
Limits of Construction: ..... 



# GRANITE BAY COMMUNITY PLAN

## ACKNOWLEDGMENTS

### PLACER COUNTY BOARD OF SUPERVISORS

Robert Mahan, District 1  
Alex Ferreira, District 2  
George Beland, District 3  
Susan Hogg, District 4  
Michael Fluty, District 5

### PLACER COUNTY PLANNING COMMISSIONERS

Jack Lish, District 1  
Robert Moore, District 2  
Greg Johnson, District 3  
Sherry Musgrove, District 4  
David Wiltsee, District 5  
Gerda Percival, At Large  
Larry Sevison, At Large

Selma Gordon, District 3 (former Commissioner)  
Carol Zerbo, District 4 (former Commissioner)  
Bill Mintline, District 5 (former Commissioner)

### PLACER COUNTY STAFF

#### Community Development Department

Heidi Tschudin, Community Development Director

#### Planning Division

Fred Yeager, Planning Director and Project Manager\*  
Thomas Kubik, Associate Planner  
Cathy Spence-Wells, Associate Planner  
Mary Dietrich, Associate Planner  
David Shpak, Assistant Planner  
Deborah Ballenger, Commission Clerk  
Lori Lawrence, Principal Secretary\*  
Larry Clevenger, Cartographic Technician\*  
Michael Mullin, Student Intern

#### Administration

Dave Mirtoni, Administrative Services Officer  
Wanda Kimbrell, Administrative Secretary

#### Public Works Department

Jack Warren, Public Works Director  
John Krogsrud, Associate Civil Engineer  
Warren Telefson, District's Sanitary Engineer  
Cynthia Page, Commission Clerk

\* Project Team

Environmental Health

Lynn Johnson, Supervising Sanitarian

Air Pollution Control District

Noel Bonderson, Air Pollution Control Officer

Granite Bay Municipal Advisory Committee

Gary O'Dell  
Carrol Gross  
Robert Dekelaita  
Ronald Feist  
Jeanne Smith  
George Christie  
Eugene Robinson

# Before the Board of Supervisors County of Placer, State of California

In the matter of: A RESOLUTION ADOPTING THE  
GRANITE BAY GENERAL (COMMUNITY) PLAN  
(GPA-265), FINDINGS OF FACT AND STATEMENT  
OF OVERRIDING CONSIDERATIONS.

Resol. No: 89-150

Ord. No: .....

First Reading: .....

The following RESOLUTION was duly passed by the Board of Supervisors  
of the County of Placer at a regular meeting held May 8, 1989  
by the following vote on roll call:

Ayes: MAHAN, BELAND, HOGG, FLUTY, FERREIRA

Noes: NONE

Absent: NONE

Signed and approved by me after its passage.

Attest:

Clerk of said Board

*Georgia Flake*  
Georgia Flake

*Alex Ferreira*  
Chairman, Board of Supervisors  
Alex Ferreira

WHEREAS, the Planning Commission of the County of Placer, State of California, has held public hearings on January 12, 1988, January 28, 1988, February 22, 1988, March 21, 1988, June 9, 1988, June 17, 1988, August 12, 1988, August 19, 1988, September 29, 1988, October 21, 1988, November 4, 1988, and December 9, 1988 in the time and manner prescribed by law to consider and make recommendation to the Board of Supervisors on the Granite Bay General (Community) Plan;

WHEREAS, the Board of Supervisors of the County of Placer, State of California, has held public hearings on April 24, 1989 and May 8, 1989 in the time and manner prescribed by law to consider the adoption of the Granite Bay General Plan (GBGP); and

WHEREAS, the Board of Supervisors has considered the recommendations of the Placer County Planning Commission, County staff, local community groups, other public agencies, oral evidence of all individuals wishing to testify; and

WHEREAS, the Board of Supervisors finds that the Granite Bay General Plan conforms to all applicable sections of the California Government Code regarding general and community plans; and

A RESOLUTION ADOPTING THE GRANITE BAY GENERAL (COMMUNITY) PLAN  
(GPA-265)  
PAGE TWO

WHEREAS, an Environmental Impact Report (EIR) was prepared and certified for the Granite Bay General Plan in accordance with the California Environmental Quality Act (CEQA); and

WHEREAS, the EIR indicates several significant environmental effects that would result from approval of the Plan; and

WHEREAS, CEQA and State and County Guidelines adopted pursuant thereto require this Board to make certain findings where the EIR identifies one or more significant effects which would or could result from approval of the Plan; and

WHEREAS, the findings and overriding considerations relied upon by the Board are set forth as follows:

A. Findings

1. Significant Effect: Implementation of the GBGP will result in the conversion of vacant lands to rural and urban uses. (DEIR, page 38)

Finding: Goals #1, 2, 3, 4, 5 & 6 contained in the Land Use Element and Goal #1 contained in the Community Design Elements of the General Plan will be implemented to retain rural character and agricultural production in the Plan area. This will reduce the impact, but not to a less-than-significant level.

2. Significant Effect: Implementation of the GBGP will result in a change in community character because of a substantial increase in population. (DEIR, page 38)

Finding: This impact is considered significant and unavoidable. Because local governments do not have direct control over population and its component parts (births, deaths, and migration) no mitigations were suggested.

3. Significant Effect: Implementation of the GBGP will result in increased traffic volumes in the Plan area. (DEIR, page 64)

Finding: Goals 1, 2, 3, 4, 5 & 6 of the Transportation/Circulation Element will be incorporated to address transportation/circulation issues. In addition, continued implementation of the Capital Improvement Program (CIP), Loomis



RESOLUTION ADOPTING THE GRANITE BAY GENERAL (COMMUNITY) PLAN  
(GPA-265)  
PAGE THREE

Basin Traffic Limitation (-TL) Ordinance, and the South Placer County Ridesharing Ordinance will help reduce the impact, but not to a less-than-significant level.

4. Significant Effect: Implementation of the GBGP will result in adding to an existing region-wide air quality nonattainment situation including additional vehicular emission in both the Plan area and air basin. (DEIR, page 73)

Finding: Goals #1 & 3 of the Conservation Element of the DGBGP are incorporated to protect air resources. In addition, continued implementation of the South Placer Ridesharing Ordinance, the CIP, and the Loomis Basin (-TL) Ordinance, and continued compliance with all APCD rules and regulations will reduce impacts, but not to a less-than-significant level.

5. Significant Effect: Implementation of the GBGP will result in a substantial increase in water demand for PCWA and SJSWD. (DEIR, page 91 and Exhibit VIII Final EIR)

Findings: Goal #2 of the Public Service section of the DGBGP will be incorporated to insure an adequate quantity and quality of water is available to residents of the Granite Bay area. to reduce the impact, but not to a less-than-significant level, water conservation measures and water availability and treatment plant monitoring procedures should be implemented.

6. Significant Effect: Implementation of the GBGP will result in urban run-off contamination of Folsom Lake. (DEIR, page 121)

Findings: Goal #6 of the Land Use Element of the DGBGP is intended to safeguard and maintain the Folsom Lake watershed. To reduce the impact, but not to a less-than-significant level, urban/suburban development within the Folsom Lake watershed will be strongly discouraged.

7. Significant Effect: Implementation of the GBGP will result in the loss of oak woodlands, riparian woodlands, wetlands and aquatic resources. (DEIR, pages 144, 149, 150 & 152)

Findings: Goal #6 of the Land Use Element, Goals #1, 2 & 3 of the Conservation Element, Goal #1 of the Open Space Element, Goal #3 of the Cultural Resources Element, and goal #1 of the Community Design Standards/Guidelines section of the DGBGP are incorporated to retain existing natural character of the area. To reduce impacts, but not to a less-than-significant level, a Tree Preservation Ordinance, and a minimum 100 foot wide non-structure stream setback buffer will be adopted as a part of the Plan.

8. Significant Effect: Implementation of the GBGP will result in increased erosion and sedimentation in the Plan area. Streams, increased urban runoff, and alteration and destruction of riparian corridors. (DEIR, page 152)

Findings: Goal #6 of the Land Use Element, Goals #1, 2 & 3 of the Conservation Element, Goal #1 of the Open Space Element, Goal #3 of the Cultural Resources Element, and Goal #1 of the Community Design Standards/Guidelines section of the DGBGP are incorporated to retain existing natural character of the area. To reduce impacts, but not to a less-than-significant level, a Tree Preservation Ordinance, and a minimum 100 foot wide non-structure stream setback buffer will be adopted as a part of the Plan.

B. Overriding Considerations

The Board has made a reasonable and good faith effort to mitigate potential impacts resulting from this project. The Board has adopted numerous policies, goals, standards, and guidelines to substantially mitigate or eliminate potential impacts. Changes and alterations to the Plan text and Land Use designations have been adopted which will substantially lessen or avoid significant environmental impacts as identified in the EIR. Additionally, the Board has adopted a Mitigation

RESOLUTION ADOPTING THE GRANITE BAY GENERAL (COMMUNITY) PLAN  
(GPA-265)  
PAGE FIVE

Monitoring Program for the Plan which outlines how the mitigation measures adopted as part of the Plan will be implemented, monitored, and evaluated.

Notwithstanding the disclosure of impacts identified in the EIR as significant and potentially significant, and which have not been eliminated or mitigated to a level of insignificance, the Board acting pursuant to Section 15093 of the State CEQA Guidelines, hereby determines that the benefits of approving the proposed project outweighs the unmitigated adverse environmental impacts.

The Board has considered the public record on the GBGP and finds that the project is in the public interest in that a variety of economic, regional and social benefits from the Plan outweigh all such remaining unavoidable impacts. In particular the project will accomplish the following:

1. The Plan provides a broad framework and policy direction for development of the area to at least the year 2000.
2. It provides for sound and adequate housing to meet future needs anticipated in current population projections for all economic segments of the community, while ensuring consistency with existing land uses.
3. It provides for preservation of the unique rural character and high quality development of the area.
4. It identifies existing natural resources and develops goals and policies for their preservation and enhancement.
5. It provides for orderly growth in conjunction with necessary expansion of infrastructure.

Furthermore, the adopted Plan is environmentally superior to the No-Project alternative (1975 Loomis Basin General Plan) as documented in the EIR and therefore less impactful overall on the community environment.

RESOLUTION ADOPTING THE GRANITE BAY GENERAL (COMMUNITY) PLAN  
(GPA-265)  
PAGE SIX

WHEREAS, the Board of Supervisors recognizes that the Granite Bay General Plan amends the Loomis Basin General Plan through the elimination of the Granite Bay area from the Loomis Basin planning area; and

WHEREAS, the Board of Supervisors finds that the Granite Bay General Plan is a comprehensive, long-term plan for the physical development of the area which will serve to protect and enhance the health, safety, peace, and general welfare of the residents of the Plan area and the County of Placer as a whole.

NOW, THEREFORE, BE IT RESOLVED that the Granite Bay Community (General) Plan is hereby adopted as shown in the Exhibit A attached hereto and incorporated herein by this reference.

NOTE: REA-765 amending the zoning in this area was approved at the same time.



GRANITE BAY  
COMMUNITY PLAN  
RECREATION ELEMENT  
1987

ADOPTED BY THE BOARD OF SUPERVISORS  
MAY 19, 1987



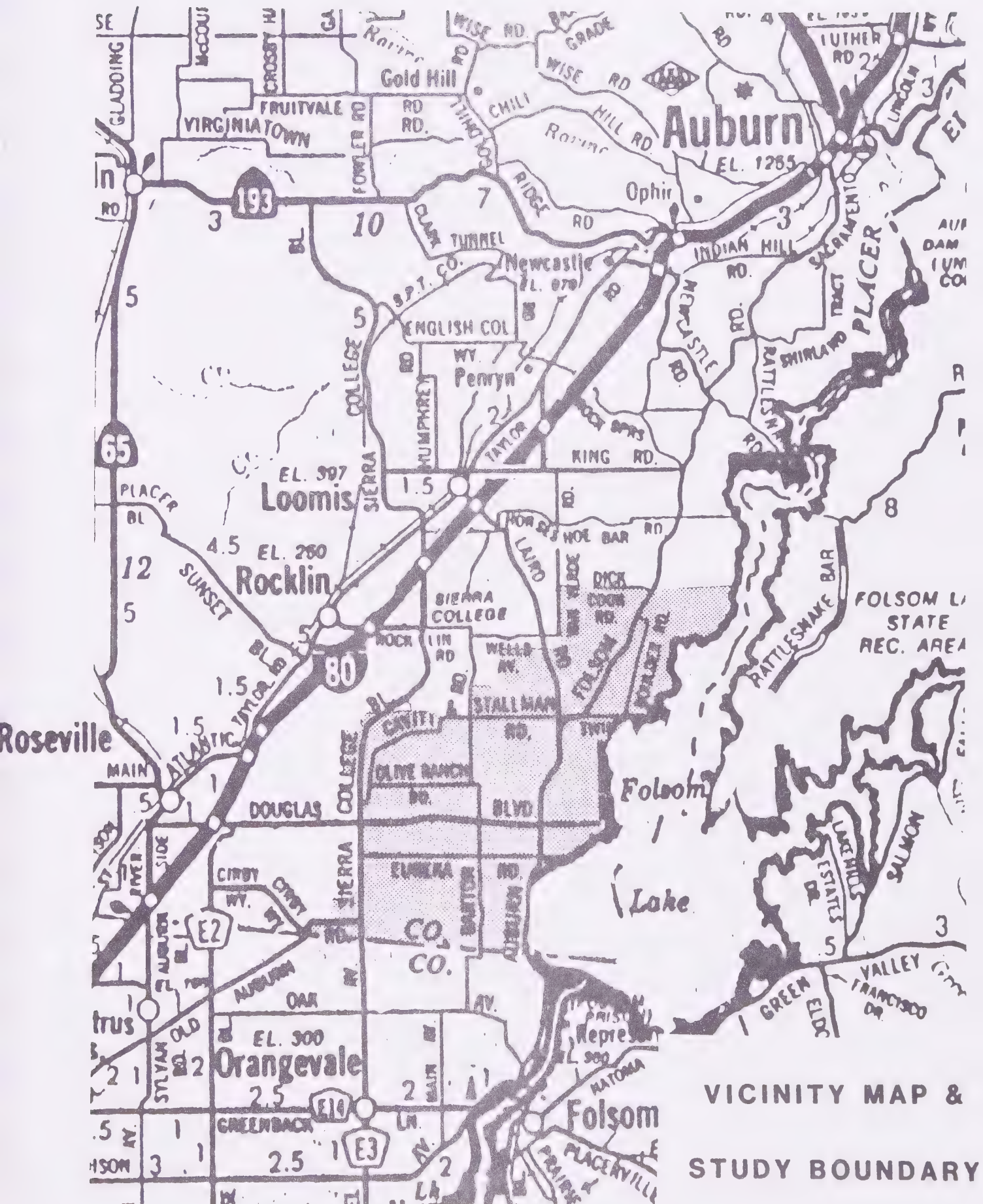
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# EXHIBIT "A"



VICINITY MAP &  
STUDY BOUNDARY



## GRANITE BAY - SOUTH PLACER COUNTY PARK & RECREATION PLAN

### I. Introduction

At the request of the Granite Bay Municipal Advisory Council and with their considerable assistance, Placer County has prepared this Plan for the provision of Parks and Recreation facilities in the Granite Bay/South Loomis Basin area. The need for such a plan has been heightened by the rapid growth and development occurring in this region and the general lack of adequate Park facilities to serve the needs of existing and future residents. As new development takes place and occupies existing open space areas, the choices available for the development of new park facilities is reduced while the demand for the facilities increases. Therefore, the existence of such a plan will be an important tool in obtaining new facilities. This Plan will serve as a guide to incrementally developing facilities to meet the needs of existing and future residents of the area. It will identify the needs of the residents of the area, the tools available to implement the plan and specific proposals for new park locations. As development of the area takes place, the County will use the plan as a guide to require that new development assists in the implementation through the payment of fees and/or dedication of land for public recreation facilities. The Plan will also guide the County in providing such facilities as funds become available from state or federal grants, gifts, park dedication fees, or the normal budget process. With the implementation of the identified high priority projects and long term goals an organized effort to eventually have sufficient recreation facilities for all segments of the population can be achieved.

Park planning has taken place for this area in the past as part of the 1975 Loomis Basin General Plan. This 1986 Plan will build on the work done at that time and address the issues in greater detail. In addition, the county is undertaking the

preparation of a new Community Plan for the Granite Bay area during the 1986-87 fiscal year. This plan is intended to serve as the Recreational Element of that Community Plan. The Board of Supervisors adopted this plan on May 19, 1987 and the Granite Bay Community Plan on May 8, 1989.

## II. Goals & Policies

### A. Goals

1. To provide a variety of park and recreation facilities to meet the needs of all segments of the population living in the Granite Bay area.
2. To designate, protect, and conserve the natural resources of the area especially where such resources can add to the variety of recreation activities available in the area.
3. To maintain some flexibility in the development of park areas to allow for changing trends in recreation activities.
4. In the long term to establish a public agency or district to generate funds for the maintenance, operation and development of park and recreation facilities.

### B. Policies

1. To provide future park facilities in accordance with park standards and location guidelines as set forth in this plan.
2. To continue to work with the schools in the area on the development of joint-use recreation facilities.
3. To promote the maximum provision of active and passive recreational open space in future residential areas.
4. To encourage private recreation developments to help meet the demand for facilities.



5. To encourage private recreation centers within large residential developments to off-set the demand for public facilities.

6. To require the dedication of land and/or payment of fees, in accordance with state law, in order to acquire and develop public recreation facilities.

7. To promote the establishment of a connected trail system for bicyclist, equestrian and pedestrian use.

8. To support and cooperate with volunteer groups and organizations that provide recreation activities for area residents.

9. To encourage compatible recreational use of riparian areas along streams and creeks in the area where feasible.

10. To coordinate the development of trails and other recreation facilities with other public agencies such as the State Parks Department.

11. To create a separate Recreational Region for the Granite Bay area for the purpose of collecting and spending Park Dedication Fees.

12. To encourage the inclusion of new subdivision lands in a county service area to generate funds to operate and maintain new public park facilities to be provided in this area.

### III. Existing Facilities

At the present time, due to the lack of local public recreational facilities, the residents of the Granite Bay area rely on recreation services and facilities provided by adjacent cities, the Folsom State Recreation Area and private recreation facilities in the area. The current recreational facilities within the plan area include the following:

### County Parks

Miner's Ravine Park - 26 acres - undeveloped

Baldwin Reservoir Equestrian Trail - Barton Road to Auburn-Folsom Road

### State Parks

Folsom Lake State Recreation Area - 18,000 acres

- a) 35 miles riding and hiking trails
- b) 75 miles of shoreline
- c) 4 beach areas
- d) campgrounds, picnic area, etc.

### School Facilities

Wilma Cavitt School

- a) 2+ acres open turf area - 1 soccer field, 2 ballfields
- b) hard surface areas including basketball courts
- c) 3+ acres open space available for recreation development

Eureka School

- a) 2+ acres open turf area - 1 soccer field, 2 ballfields
- b) hard surface areas
- c) playground area

Greenhills School

- a) 3 acres open turf area - 2 ballfields (in need of renovation and drainage improvements)
- b) hard surface areas - 2 basketball/volleyball courts

### Private Facilities

Rolling Greens Golf Course - 9 hole, par 3

Eureka Road Tennis Club - 8+ courts, swimming pool, etc.

Lutheran Church - Douglas Blvd. - 1 soccer field

Various horse stables, arenas, etc.

Various equestrian trails and easements

Various private open space and recreation facilities located within several subdivisions in the area.

Other recreational facilities exist close to the Granite Bay Area, such as the Franklin School site, which provide recreation opportunities to local residents. These facilities do not

provide a significant portion of the recreational facilities which the residents, both current and future, will create a demand for.

#### IV. Recreation Demand and Park Standards

##### A. General Information

In 1980, the State of California conducted a statewide recreation inventory to assess recreational trends and demand. Findings of this survey are available from the California Department of Parks and Recreation. Generalized findings which are pertinent to the provision of future recreation opportunities include:

1) An increasing percentage of the population over the age of 55 will result in increases in demand for non-strenuous activities in the future.

2) Total recreation participation is projected to continue to grow through the year 2000. However, per capita participation levels are expected to remain relatively constant.

3) Participation in recreational activities in California is nearly evenly divided between public and private facilities.

4) Nearly 70% of recreational pursuits occur within one hour travel distance of residence.

5) The average annual per capita recreation participation rate for northern California is 95.99 participation days. A recreation day is defined as any time spent in any single recreation activity during a calendar day. A single participant may generate more than a single participation day per calendar day if he/she participates in more than one activity.

6) The ten leading recreational activities identified in a 1980 recreation survey conducted by the State of California are shown as follows:

TABLE I

Ten Leading Recreational Pursuits by Northern Californians  
(per capita participation rates in annual participation  
days)<sup>1</sup>

.....Jogging	9.5
.....Bicycling	6.7
.....Partying	6.3
.....Field Sports	5.2
.....Games	4.3
.....Nature Appreciation	4.1
.....Picnicking	3.9
.....Court Ball	3.5
.....Visit Scenic Areas	3.3
..... Hiking and Backpacking	3.3

#### B. Park Standards

Placer County has adopted Park Facility Standards that can be used to determine the demand for specific types of park facilities. These standards are summarized in Table 2.

In the 1975 Loomis Basin General Plan a projection was made as to the recreation facilities which would be needed by the projected 1990 population of the Loomis Basin. This resulted in the need for the facilities as shown in Table 3.

Another way of expressing park standards is through a description of the types of parks and populations which they can serve. The National Recreation and Parks Association recommends the standards shown in Table 4.

---

<sup>1</sup> SOURCE: Recreation Activity in California, Executive Summary, 1982.



TABLE 2  
Placer County Park Standards<sup>2</sup>

<u>Type of Facility</u>	<u>Amount Recommended</u>
<b>Parkland and open space recreation areas</b> -include areas used for free play, rest and short walks.	1 acre per 500 people
<b>Play Lots</b> play equipment for younger children.	75 sq. ft. per child
<b>Playground</b> -includes facilities to accommodate organized sports at the elementary school level.	5 acres per 2000 people
<b>Playfields</b> -includes facilities to accommodate organized sports for secondary school level and adults.	15 acres per 10,000 people
<b>Court Sports</b> such as basketball or tennis (outdoor courts).	1 court per 3000 people
<b>Baseball</b>	1 hardball field per 6000 people and 1 softball field per 3000 people
<b>Trails</b> -including hiking, horseback, or bicycling	1 mile per 1,000 people

---

2

From "Placer County Conservation and Recreation Plan", 1971, An Element of the Placer County General Plan.

TABLE 3<sup>3</sup>

Park Facilities Needed to Meet Demand of  
Projected 1990 Population of the Loomis Basin

1. Parkland and open space recreation areas including areas for free play, rest and short walks...92 acres\*
2. Play lots - including swings, slides and other equipment for younger children...34 acres\*
3. Playgrounds-including facilities to accommodate organized sports at the elementary school level...115 acres (may be portion of a school site).
4. Playfields - including facilities to accommodate organized sports for secondary school level and adults...69 acres (may be portion of a school site).
5. Golf - within 30 minutes travel time... 2 nine-hole golf courses
6. Tennis, Outdoor Basketball and Other Courts sports ...30 courts\*
7. Baseball...Hardball Diamonds\* - 8, Softball Diamonds\* 15.
8. Swimming, Lake - 1 hour travel time ...5.28 acres for sunbathing, 2.64 acres for buffer and picnic area, 1.06 acres of water surface.
9. Swimming, Pool - 30 minutes travel time...2 pools
10. Hiking, Nature Study, Horseback and Bicycling..46 miles of trails\*

\*indicates need for larger or additional facilities to meet 1990 requirements

Another way of expressing park standards is through a description of the types of parks and populations which they can serve. The National Recreation and Parks Association recommends the following standards:

TABLE 4  
PARK STANDARDS 4

Mini-Park

Use: Specialized facilities that serve a concentrated or limited population or specific group such as tots or senior citizens.  
Service Area: Less than 1/4 mile radius  
Desirable Size: 1 acre or less.  
Acres/1000 Population: 0.25 to 0.5 acres  
Desirable Site Characteristics: Within neighborhoods and in close proximity to apartment complexes, townhouse development or housing for the elderly.

Neighborhood Park/Playground

Service Area: 1/4 to 1/2 mile radius to serve a population up to 5000 (a neighborhood).  
Desirable Size: 15+ acres  
Acres/1000 Population: 1.0 to 2.0 acres  
Desirable Site Characteristics: Suited for intense development. Easily accessible to neighborhood population-geographically centered with safe walking and bike access. May be developed as a school-park facility.

Community Park

Use: Area of diverse environmental quality. May include areas suited for intense recreational facilities such as athletic complexes, large swimming pools. May be an area of natural quality for outdoor recreation such as walking, viewing, sitting, picnicking. May be any combination of the above depending upon site suitability and community need.  
Service Area: Several neighborhoods 1 to 2 mile radius.  
Desirable Size: 25+ acres  
Acres/1000 Population: 5.0 to 8.0 acres  
Desirable Site Characteristics: May include natural features, such as water bodies, and areas suited for intense development. Easily accessible to neighborhood served.

---

4 Recreation, Park, and Open Space Standards & Guidelines" 1983, pp. 56-57.

TABLE 5  
Granite Bay Area Recreational Facility Demand

Type of Facility	D E M A N D		
	Current Pop. - 10,700	Projected Pop. <sup>1</sup> Year 2000-16,200	General Plan Buildout Population 29,600
A. Placer County Park Standards <sup>2</sup>			
1. Park Acreage			
a. Parkland, open space and recreation areas 1 acre/1000 people	10.7 acres	16.2 acres	29.6 acres
b. Playground, including facilities for organized youth sports 5/acres/2000 people	26.75 acres	40.5 acres	74 acres
c. Playfields, including facilities for organized adult sports 15 acres/10,000 people	16 acres	24.5 acres	44.4 acres
d. Total acreage requirement 5 acres/1000 people	53.5 acres	81 acres	148 acres
2. Facilities			
a. Playlots 75 sq ft/child <sup>5</sup>	3.3 acres	5 acres	9.2 acres
b. Court Sports - tennis & Basketball 1 court/5000 people	4 courts 2 fields	5 courts 3 fields	10 courts 5 fields
c. 1) Baseball 1 field/6000 people	10.7 miles	16.2 miles	29.6 miles
d. Trails 1 mile/1000 people			
B. N.R.P.A. Standards <sup>3</sup>			
1. Mini-Parks .25-.5 acres/1000 people	2.7-5.4 acres	4-8 acres	7.4-14.8 acres
2. Neighborhood Parks 1-2 acres/1000 people	10.7-21.4 acres	16.2-32.4 acres	29.6-59.2 acres
3. Community Parks 5-8 acres/1000 people	53.5-85.6 acres	81-129.6 acres	148-236.8 acres
4. Total Acreage Demand	66.9-112.4 acres	101.2-170 acres	185-310.8 acres

<sup>1</sup> Projection based on average growth rate of 3% experienced between 1980-85 projected to the year 2000

<sup>2</sup> From Placer County Conservation and Recreation General Plan Element, 1971.

<sup>3</sup> From "Recreation, Park and Open Space Standards & Guidelines" 1983, page 56-57.

<sup>4</sup> Based on Loomis Basin General Plan 1975.

<sup>5</sup> Based on number of children age 11 or less. From 1980 census and Eureka School District enrollment figures approximately 18% of population is in this age group.



### C. Existing Population Discussion

At present there are 3760 dwelling units within the Granite Bay area (see Exhibit A for boundaries) and based on an average of 3.1 people per unit, (fewer in mobilehomes) approximately 10,700 people currently live in the area. The existing population places a demand for the recreation facilities shown in Table 5 when one uses the Placer County Park Standards and the NRPA standards.

### D. Projections Based on Historic Growth Rate

Using conservative population growth figures for the Granite Bay area, in the year 2000 the area could have a population of 16,200.<sup>5</sup> This population would create a demand for the recreational facilities also shown in Table 5. Using a higher annual growth rate of 7% the population in the year 2000 could reach 27,500 people.

### E. Projections Based on Existing Loomis Basin General Plan

At the point in time that the Loomis Basin permitted densities are built-out the Granite Bay area would have a projected population of 29,600 people. Again Table 5 indicates the needed recreational facilities to serve this population. Based on all of these projections this Park Development Plan should attempt to plan for the development of new recreational facilities to meet the ultimate population of the area. Since the demand for specific types of recreational facilities changes over time, the plan for the development of long range recreational facilities should be somewhat general in nature.

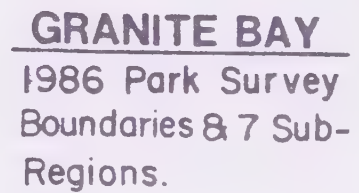
### F. Current Demand

In order to more specifically address the short term needs and therefore goals of the plan, the county has surveyed all of the existing residents of the Granite Bay Area. Slightly over 35% of the landowners responded to the questionnaire. (The questions and exact results are contained in the Appendix). The results of the questionnaire were also tabulated on a less than area-wide basis to determine if differences in the public's view

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<sup>5</sup> Based on data from 1980-1985 housing starts (3% annual rate).

113



of recreational facilities exist in the different sub-areas. The boundaries of these sub-regions were selected based on population density. The seven areas are shown on Exhibit B. The conclusions which can be drawn from the responses to the questionnaire are summarized as follows:

a) Residents of the Granite Bay area currently utilize the Folsom Lake State Recreation Area very heavily and on a fairly regular basis. Other public recreation facilities in the area such as school sites, City of Roseville Parks, and the Loomis Basin Community Park are not utilized to any great extent by the area's population. Sixty-three per cent of the survey's respondents indicted some reason why these other facilities are not used more often. The three most common reasons given were that they are 1) not interested, 2) they are too far away, and 3) the types of facilities they want are not available at these sites.

b) Approximately 55% of the respondents indicated that the existing recreational facilities in the area met most or all of their recreation needs.

c) The demand for specific recreational facilities in descending order (only top 15 listed) of the number of responses is as follows:

- |                    |                    |                                       |
|--------------------|--------------------|---------------------------------------|
| 1. Bicycle Trails  | 6. Swimming Pool   | 11. Open Play Areas                   |
| 2. Tennis Courts   | 7. Rec/Comm Center | 12. Equest. Trails                    |
| 3. Picnic Areas    | 8. Golf Course     | 13. Basketball Courts                 |
| 4. Jogging Trails  | 9. Soccer Fields   | 14. Par/Exercise Course               |
| 5. Softball Fields | 10. Tot Lots       | 15 Little League Base-<br>ball Fields |

d) When asked to prioritize the order in which recreational facilities should be provided, the respondents established the top five priorities as follows:

- 1) Tennis Courts
- 2) Bike Trails
- 3) Picnic Areas
- 4) Tot Lots
- 5) Golf Course

Other facilities that were rated very high in order of importance were jogging trails, softball fields, a swimming pool, a community center, and open play areas.

e) The respondents indicated that new recreational facilities should be provided in a community park (10-40 acres) or neighborhood park (1-5 acres) setting.

f) Sub-Areas 1,2,3,4, and 5 indicated they would like to see a neighborhood park in their area, and people in areas 6 and 7 said they would not.

g) 49% of the respondents stated that they would support a per parcel fee as a means of providing new park facilities in the Granite Bay Area.

#### V. Park Site Acquisition Guidelines

The acquisition of new park sites must be done with the potential use of the site as well as the goals and policies of this plan clearly in mind. The following are guidelines for the selection of potential new park sites. Each site will have its own merits; however application of these guidelines will assist in the determination of a potential site's suitability for park use.

1) The site should help preserve valuable natural and historical features, such as oak woodlands, streams and natural areas wherever possible.

2) The site should be easily accessible.

3) The site should allow multi-purpose use.

4) Where possible, parks should be located adjacent to elementary schools, other public open space, or public facilities.

5) The topography of the site should be suitable for the intended use.

6) Public services necessary to the development of the site should be readily available.

#### VI. Available Methods of Acquiring & Developing Park Facilities

A number of different sources of funds exist for use in the acquisition and development of public recreation facilities. In the case of many projects a combination of two or more

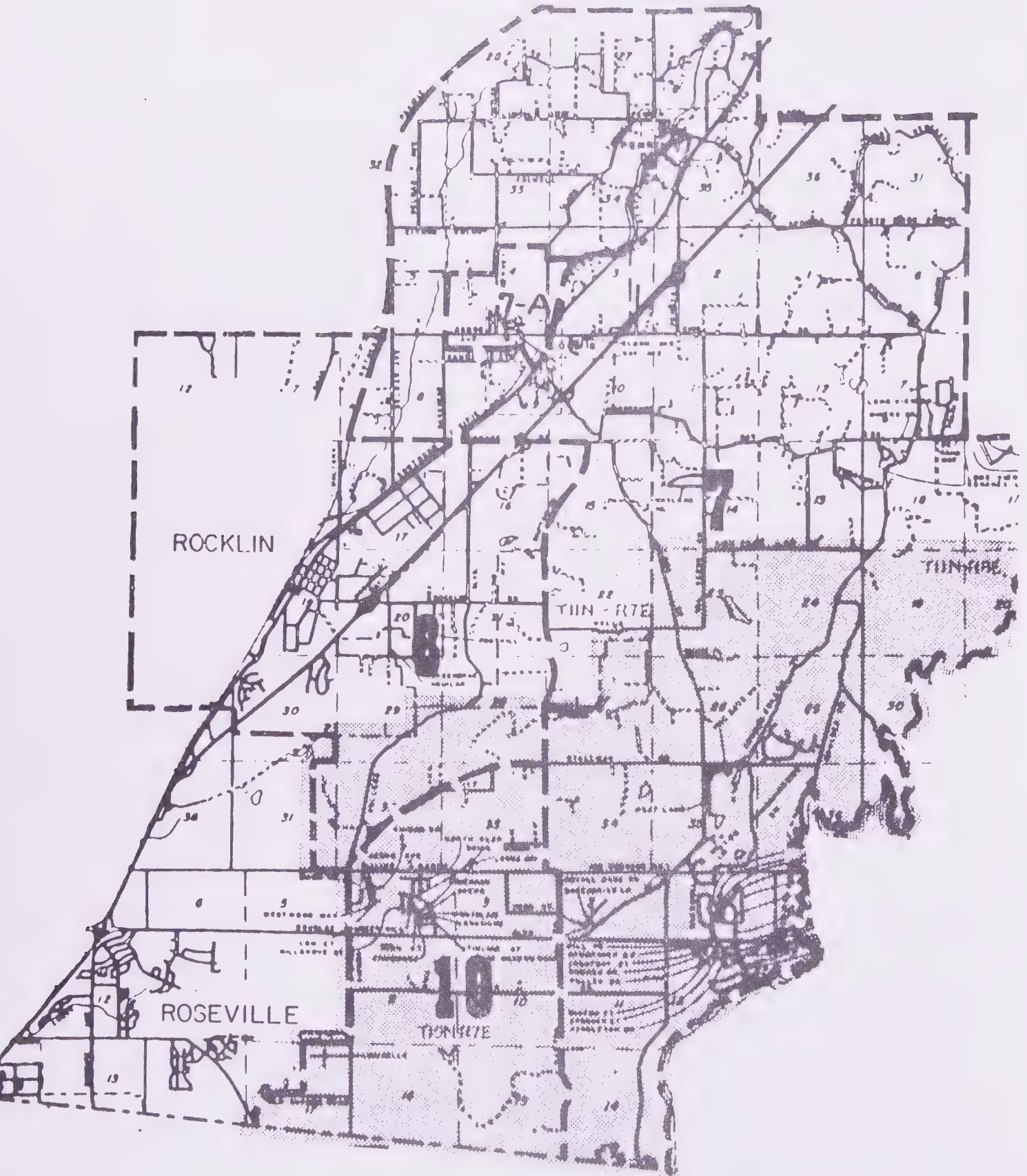


different funding sources will be necessary to complete the development process. County general funds, derived from the various revenue sources of the county, are legally available for use to provide park facilities, however, the Placer County Board of Supervisors has a policy of using only non-general fund revenues for capital improvement projects. Because the source of funds for maintenance and operation expenses is far more limited than funds for capital improvement costs, and since the ongoing maintenance costs require a continuous and reliable funding source (such as the general fund), this policy is logical and appropriate and will be reflected in this park plan.

A. The most readily available source of funds for acquisition and development of park facilities in Placer County is through the Quimby Act (Government Code Sec. 66477). These provisions of state law permit Placer County to require the dedication of land and /or payment of fees to be used to help meet the demand for recreation facilities created by occupants of new housing units. Land can only be required when a proposed subdivision contains 50 or more lots. In-lieu fees are required for all subdivisions of land in any one of the county's 15 recreational regions. In a few instances the county has required or accepted the dedication of land. The Miner's Ravine Park site was, in part, acquired through the provisions of the Quimby Act. These in-lieu fees (park dedication fees) have been collected by Placer County for the last seven years and are now \$605 per unit/lot.

At present, the Granite Bay area includes a portion of Area 7 and all of Area 10 Recreational regions (See Exhibit C). It is recommended that the boundaries of these two regions be altered such that all of the Granite Bay area is contained within one recreational region (Area 10) (See Exhibit C). In the past, Park Dedication Fees collected from this area have been utilized to develop the multi-purpose field at Wilma Cavitt School (\$50,000), the Baldwin Reservoir equestrian trail (\$10,000) the playfield at Franklin School (\$22,000), and the Loomis Basin Community Park (\$67,000).

# EXHIBIT "C"



--- EXISTING RECREATIONAL REGIONS

— PROPOSED EXPANDED REGION 10 (GRANITE BAY)

Currently, Park Dedication Fees collected within the Granite Bay area, and still available, total approximately \$60,000. Also, there are currently 6 projects, totaling 709 lots, which have received tentative map approval from Placer County. Twelve tentative parcel maps, resulting in an additional 30 lots are also proposed. When the final maps are recorded for these projects, an additional approximately \$320,000 in park dedication fees will be available in the Granite Bay area.<sup>6</sup> Other projects which are in various preliminary review stages total 1335 lots and could generate approximately \$165,000 (assuming the Treelake Village Project dedicates parkland and provides improvements to the school site instead of paying park fees). The development of additional residential lots in the Granite Bay area, assuming 100% of the required park fee was paid for each project, could generate an additional \$1,815,000. This brings the total of available funds from park dedication fees in this area to \$2,300,000. This figure will be modified by many factors including, fee reductions based on private recreation facilities located within projects, land dedication in lieu of fees for other projects, land that is never developed to the maximum permitted density, and changes in the amount of the park dedication fee required.

New projects and tentatively approved projects that are never completed will alter the available amount of money from this source, however, park dedication fees continue to be required with each new subdivision proposed. A new law approved this year by the State now permits the county to require the dedication of land (or presumably the payment of fees) when an apartment project exceeds 50 dwelling units. (Chapter 291, Statutes of 1986). In the past Placer County has required the payment of park dedication fees from developers of apartment projects as a way of meeting the demand which the residents of such projects will place on recreation facilities.

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<sup>6</sup> In some cases the amount of required park dedication fees is reduced by as much as 50% due to private recreation facilities constructed as a part of the subdivision.



B. Grant funds continue to be available from both federal and state sources. The federal grants are funded through the Land and Water Conservation Fund, which is always in jeopardy of being eliminated due to the policies of the present federal administration. This program can be used for acquisition and development of recreational facilities and typically requires a 50% local funding contribution. State grants are available through at least two separate programs: the 1984 Bond Act and the 1986 Bond Act. Each program can provide 100% funding for acquisition and development of local park facilities. The 1986 Local Park Bond Act will provide approximately \$200,000 to Placer County to meet the county's most urgent recreation needs. All public recreation projects in the county will be eligible for funding from this Bond Act, and a project within the Granite Bay area should be included. Other unincorporated areas of Placer County are also expected to ask for funds from the 1986 Bond Act.

C. Donations of land or money are sometimes available for park purposes. Organized civic groups are capable of soliciting donations from both private individuals as well as large corporations. Organized athletic leagues frequently donate money and/or labor to assist in the construction of fields which the league can then use. This source of funds has unlimited possibilities, and should be explored.

D. Although in most cases school districts are not financially able to assist in the development of recreation facilities, other than the bare necessities required for their own physical education programs, they often have land available where such facilities can be located. Placer County has frequently used Park Dedication Fees for the development of recreation facilities on school property. There are many examples of where this joint development process has worked very well, including Wilma Cavitt School and Franklin School. All of the school sites in the Granite Bay area should be considered as possible park sites as well. Tremendous public benefits result from such projects, including reduced cost of land, additional



recreation facilities available which enable schools to expand their P.E. programs, maximization of use of such facilities, joint use of parking lots, access roads, water service, etc.

E. Transportation Development Act Funds, derived from the county's share of sales taxes, can be used to provide bicycle trails. In the 1986-87 fiscal year Placer County has budgeted funds to prepare a bicycle trail master plan for the County. All of the trails depicted in this plan should be considered and a share of the available funds allocated to the Granite Bay Area for trail development.

F. Park and Recreation Districts (Independent & Dependent). Many different types of special districts can be formed in order to provide parks and recreation facilities. In most cases, such districts can generate funds for maintenance and operation as well as capital improvements. In the long term the formation of some type of special district in the Granite Bay area is recommended to provide for long-term maintenance and operation funding. Four of the most common types of special districts are discussed briefly below:

1. County Service Area The Placer County Board of Supervisors can establish a zone of benefit in the Granite Bay area for the purpose of utilizing the county-wide County Service Area as a mechanism to provide parks and recreation facilities. An assessment on each parcel or housing unit can be levied if it is supported by two-thirds of the voters in a special election. The Board of Supervisors remains the governing body of the CSA and its operations are carried out by county staff. In currently undeveloped areas that are proposed to be subdivided, a part of the development process can include the formation of a CSA zone of benefit and each lot can be subject to the assessment as it is created. This approach is what is currently proposed for the Treelake Village project in order to provide an ongoing source of funds to maintain the public parks and roadways serving resi-

dents of the project. Similar CSA's should be formed with all new subdivisions proposed in the Granite Bay area for the purpose of generating funds for the maintenance of park facilities in the area.

## 2. Independent Districts

An independent district, such as the Auburn Recreation District, could also be formed in the Granite Bay area. Again a vote would be required to levy any new tax or assessment and two-thirds approval would be required. A Park District such as this would elect its own Board of Directors and be operated completely independent of the County and its operations. To some this is a benefit in terms of having local control of the district.

## 3. Mello-Roos Community Facilities District

This type of assessment district can be used for financing park facilities; including acquisition, development, maintenance and operation. The way in which the assessments are handled is extremely flexible in terms of charges being made per acre, per lot, per house or any other resonable method. This type of district is most often used in developing areas as opposed to developed areas due to the need for two-thirds voter approval of the assessments. Bonds can be sold to raise capital for improvements and the bonds repaid from the revenue received through assessments. The procedure to initiate such a district can be started by either the Board of Supervisors or by petition from residents of the affected area.

## 4. Landscape and Lighting District

This district is similar to a Community Facilities District, except that voter approval is only required when a certain percentage of residents protest the formation of the district, in which case only simple majority approval is required. The district can provide for acquisition, development, maintenance and operation.

## VII. Proposed Priority Plan for the Acquisition & Development of Public Park Facilities

The Park Plan must consider the demand for recreational facilities which currently exists and that which will be created by new residents expected to move into the area in the future. The type of recreational facilities provided should reflect the needs and desires of the residents of the area, and should allow for future changes in the popularity of various activities.

The types of park land proposed to be developed in the Granite Bay area can be divided into 3 categories; neighborhood parks, community parks (often combined with school sites, and trails.

Projects in the neighborhood and community parks categories have been prioritized as a whole due to the similarities of such facilities. Trails are prioritized separately because of the special nature of the development process for trail construction projects. (See additional discussion under Section C - Trails).

The implementation of the proposed plan with respect to both parks and trail should generally follow in the order of priority as stated herein, however, factors such as the availability of land, the impending loss of an opportunity to acquire land, a pending public road construction project (with regard to trails), the proposed development of an area where land dedication can be required, and availability of funds for specific projects, could all require that certain projects be addressed out of order. Because the timing of development of specific parcels of land (which the construction of some of the park sites is dependent upon) is impossible to predict, the plan must remain somewhat flexible.

### A. Neighborhood Parks

#### Priority #1 - Greenhills School

This project is a high priority one due to the availability of land at the school for the expansion of recreation facilities and due to the current residential development proposals in the area. Due to the recent and expected future

approval of new subdivisions in the area immediately south and east of Greenhills School, at least \$100,000 in park dedication fees will be collected in the near future. Due to these recent approvals of new subdivisions in this area, the drainage problem which exists at the school will be solved in part at the expense of the developers of these units. The county and school district should work closely with the developer to see that any improvements and construction work that is done aids in the solution to this drainage problem. Additional work beyond what the private developer is required to do, can be financed by the county and coordinated with the construction of the overall drainage improvements. Once the drainage problem is corrected, a three acre multi-purpose field can be reconstructed for use by the school and the residents of the area. The addition of landscaping, especially large shade trees, and picnic tables would greatly enhance the area. Proper drainage of the turf area could permit the use of the site for 2 softball diamonds, or 3-4 youth diamonds; 2-3 youth soccer fields; or an adult soccer/football field. Additional improvements or additions to the playground/tot lots may also be warranted.

A plan for these improvements should be drawn up at the earliest possible time and cost estimates prepared so that the work can proceed as soon as funds are available.

Because of the potential use of the recreation facilities which can be provided at Greenhills School, the local Little League and soccer leagues should be contacted for assistance in the planning, construction, and funding of improvements. In addition, depending on the extent of changes proposed, a meeting with local residents may be advisable. A preliminary development plan for this site is included in the Appendix.

Possible sources of funding for this project include Park Dedication Fees, school funds, and private funds. Estimated cost is in the area of \$75,000 for such a project.

Timing of the improvements should be coordinated with the drainage improvements and can likely take place in the spring of 1987.



## Priority #2. Wilma Cavitt School

The second priority project is the construction of at least 2 tennis courts and related facilities at or adjacent to the Wilma Cavitt School site on Fuller Drive. Vacant property exists to the north, east and west of the school site, adjacent to the school's parking lot, which is suited for such a project. With the acquisition of approximately 3 acres to the east, much of which is within the 100 year flood plain of a creek or within a P.G.&E. power line easement, a meaningful recreation site could be developed. Not all of this 3.3 acre parcel is necessary, nor suitable for the construction of 2 tennis courts, however it is recommended that the entire parcel be considered for acquisition and future use. The acquisition of approximately 1-2 acres to the west of the school would also provide sufficient area for a tennis facility. An alternative of locating 2 tennis courts entirely on the school property should be explored as this would be the most expedient way of providing this needed recreation facility. Again, plans and cost estimates should be prepared immediately for this project. A preliminary development plan is included in the Appendix.

Funding for the construction of a tennis facility most likely would be derived from Park Dedication Fees. Costs for the construction of 2 tennis courts is estimated to be approximately \$50,000 in addition to grading and site preparation costs. If land acquisition is necessary the additional cost would be in excess of \$100,000 in this area.

The timing of this project will depend on the availability of land and funds. Since public tennis courts were identified among the highest priority projects by residents in the Granite Bay area, this project should proceed as soon as possible.

## Lower Priority Neighborhood Projects

a) Acquisition of a 5 acre neighborhood park site east of the proposed Grosvenor Downs Subdivision. Due to the relatively high population density existing and projected in the area bounded by Douglas Boulevard, Sierra College Boulevard, Olive Ranch Road, and Barton Road, this plan has identified the need to

acquire a neighborhood park site on property to the east of the Grosvenor Downs Subdivision. Such a site can be obtained through the provisions of the Quimby Act when this land is subdivided. Improvements at such a site should include a tot lot, tennis courts, picnic areas, and open play areas. Such a site should have good pedestrian, vehicular and bicycle access.

Depending upon the timing of the private development of land in this area, the land should be acquired and developed concurrently with such a project. Rough estimates of the cost of such a project are approximately \$250,000.

b) A large number of lots currently exist in the area of Joe Rodgers Road between Auburn-Folsom Road and Douglas Boulevard at least 200 additional lots can be created in this area, therefore a neighborhood park facility is recommended in the area along Joe Rodgers Road.

One possibility is to acquire or enter into an agreement for use of multi-purpose play field at the Lutheran Church on Douglas Boulevard near Joe Rodgers Road and to acquire some adjoining land.

This site is currently developed and in use by an organized soccer league. If additional development of recreational facilities and expanded public use become advisable, the site is well situated to help meet the recreation needs of residents in the area, and the acquisition of additional land adjacent to this site could improve its use and help meet the needs of this neighborhood. If adjoining land is not available, other land in the vicinity should be considered. Assuming a typical neighborhood park-type development occurs, estimated costs could be in the area of \$250,000.

#### B. Community Parks

Priority #3. Acquisition of land adjacent to Eureka School on the west and/or north sides for use as open space areas, and active recreation activities. Development would include multi-purpose play fields, picnic areas, group activity areas, and possible pond and stream access areas. A total of 15 - 20 acres should be considered for acquisition.

Due to the different ownerships in this area the land would very likely be acquired at different times. Total development costs based on average community park type of improvements can be estimated at \$700,000.

Priority #4. Additional development of Wilma Cavitt School Site.

An area of approximately 2 acres to the south of the existing multipurpose playfields at this school is available for development as an additional recreational facility. This area could accommodate a softball/hardball field as well as picnic areas and natural areas along the creek which runs along the west side of the school site. The construction of a trail, with a bridge crossing over the creek, to provide pedestrian and bicycle access from the Eureka Road, Auburn-Folsom Road intersection should be provided as a part of this project. The construction of a small parking area on Auburn-Folsom Road near this trail access should also be considered.

This area has been considered for development of public recreation facilities since the first public funds were spent for the multi-purpose turf areas at the school. The development of this site should be coordinated and planned in conjunction with the higher priority tennis court project.

Development should occur as funds become available and the estimated cost of such improvements would be approximately \$100,000.

Priority #5. Acquisition and development of land adjacent to the proposed 16 acre school site located south of Eureka Road and north of the proposed Treelake Village Subdivision. Vacant land exists in an area to the west of the school site which is likely to be subdivided in the not too distant future. At the time the land is subdivided, the County should require the dedication of developed park land to be used in conjunction with the schools athletic facilities. The development of the schools recreation facilities using fees collected from Treelake Village and other developments in the so-called Superblock (Barton Road-Sacramento County line - Sierra College Boulevard and Eureka

Road) is also proposed. Access to the site from Eureka Road should be planned at the same time as the school is designed and provided when the surrounding land is developed. Assuming a large portion of the land and improvements are dedicated by a private developer, additional costs are estimated at \$50,000.

Priority #6. Development of Miner's Ravine Park Site. This 26 acre site is suitable for development as a passive recreation area with picnic tables, trails, a staging area for bicyclists, creek access, and open space. An archeological site also exists on the parcel which may be suitable for interpretative and educational activities. With this type of minimal development an estimated cost is \$75,000.

Priority #7. Treelake Village Community Park.

A part of the Treelake Village project is a proposed 17 acre community park located along the Sacramento county line on the west side of the project. The park would include ball fields, open play areas, a lake, and various other recreation facilities.

#### C. Trails

Those trails indicated in the plan that fall on property to be developed, or along project frontages or access roads required for such projects, are to be developed as a part of the proposed project's construction activities. Equestrian trails that do not fall into the above category, and which are not parallel to public roads can be built as separate projects at any time that easements are acquired to permit logical trail connections to points of origin or destination points, such as into the FLSRA. Trails, especially bicycle and pedestrian trails that are not built as a part of a private project's development process (frontage improvement requirement) are most economically constructed as a part of a public road project. Only where public roads have been constructed to the ultimate long-term standard would separate construction projects for bicycle and pedestrian trails be logical. All public road projects in the Granite Bay area that affect trails depicted in this plan should include the construction of those trails as a part of the project. Transportation Development Act funds designated for



bicycle trails can be used to offset the additional cost of adding bicycle trails to public roads. Other capital improvement funds that are available for recreation development, and not specifically limited to bicycle trail construction, should be used only where bicycle and pedestrian trail improvements are needed along fully developed public roads.

Therefore, the construction of a trail system in the Granite Bay area must be closely coordinated with other transportation planning activities. The fact that bicycle trails were one of the highest demand recreational improvements identified by residents of the Granite Bay area supports the high priority position which such improvements should receive. Although these trail projects are prioritized independently of the park projects, they should be undertaken as soon as the opportunity arises.

Priority #1. Construction of a bicycle and pedestrian trail along Douglas Boulevard from the Roseville City limits to Folsom State Recreation Area and along Auburn-Folsom Road from the County line north to Douglas Boulevard.

Along Douglas Boulevard both an on-street bicycle lane and a separated bicycle/pedestrian path should be constructed.

Along Auburn-Folsom Road, a bicycle lane is proposed as well as a parallel bicycle pedestrian path that runs through the state park and connects to the well established trail system coming from the south.

Priority #2. The construction of a bicycle and pedestrian trail along Eureka Road from Auburn-Folsom Road to Sierra College Boulevard and along Barton Road from the county line to Douglas Boulevard.

Priority #3. The construction of a bicycle and pedestrian trail to connect Sierra College Boulevard to Barton Road, south of Eureka Road (through the Superblock) and on to Auburn-Folsom Road.

Priority #4. The construction of a bicycle and pedestrian trail along the Rocklin Road extension from Sierra College Boulevard to the Folsom State Recreation Area. This segment of trail should be constructed as a part of the road construction project when it occurs.

Priority #5. Equestrian trails to connect Sierra College Boulevard with the Baldwin Reservoir Trail (that goes on to connect with Folsom State Recreation Area trail system).

Priority #6. Equestrian trails along Olive Ranch Road, Barton Road, Eureka Road, Auburn-Folsom Road, Twin Rocks Road, and Sierra College Boulevard as recommended by the Loomis Basin Horsemen's Association.

D. Lower Priority/Long Term Projects

1. Community Center
2. Swimming Pool, public
3. Golf course - 18 hole regulation size.

TABLE 6

## PARK DEVELOPMENT PLAN FACILITIES SUMMARY

<u>Neighborhood Parks</u>	<u>Existing</u>	<u>Proposed</u>
Greenhills School	Playground 1 acre Play lots 3000 s/f Basketball Courts- 2	Playground 3 acres
Wilma Cavitt School	Parkland - 1 acre Playground-1 1/2 acres Playfields-2 acres Softball field-2 Basketball Courts- 2	Parkland - 1 acre Playfields-2 acres Softball Tennis Courts- 2-3
Proposed Site-Olive Ranch Road-Douglas Blvd-Barton Road- Seena Avenue (Sec. 3) 5-8 acres total		Playground 5-8 acres Play lots 4000 sq.ft. Tennis Courts-2
Joe Rodgers Rd.	Playground-* 2 acres	Parkground 5 acres
Eureka School	Parkland- 1 acre Playground-2 acres Softball Field-1 Basketball-2 courts Play lots-5000 sq ft	

\*Existing soccer field use subject to approval of owner, Lutheran Church

Community ParksExistingProposed

Eureka Road-Strap Ravine  
Park Site-Eureka School

Parklands 5-10  
acres +/-  
Playground -5  
acres +/-  
Playfields-5  
acres +/-

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Miner's Ravine Park Site

Parkland-26 acres  
(undeveloped)

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Treelake School Site

Parkland-1 acre  
Playground-2  
acres  
Playfield-2  
acres  
Play lots-  
10,000 sq. ft.  
Basketball  
Courts 2-3  
Softball  
Fields - 2

---

Treelake Village Community Park  
(17 acres total)

Parkland-10  
acres  
Playground-2  
acres  
Playfield-5  
acres  
Play lot-5000  
square feet  
Softball  
Field-1

---

Treelake School Park Site (7-10 acres total)

Parkland 2-3  
acres  
Playground-2  
acres  
Playfield 3-5  
acres  
Tennis Courts-2  
Baseball  
Field-1  
Softball  
Field-1



### Trails

Bicycle & Pedestrian Trails	1 mile	28 miles
Equestrian Trails	3 miles	14 miles

### Miscellaneous Trails

Miner's Ravine - loop trail	2 miles
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Treelake Village - proposed interior trails
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### Total Plan Acreage & Facilities

	Existing	Proposed	Total
1. Park Average			
a. Parkland	28 acres	10-25 ac.	47-53 ac.
b. Playground	6.5 acres	24-27 ac.	30.5-33.5
c. Playfields	2 acres	17-19 ac.	19-21 ac.
Total Average	36.5 acres	60-71 ac.	96.5-107.5
2. Facilities			
a. Play lots	8,000 sq ft	19,000 sq ft	27,000 sq ft
b. Court Sports			
1) Tennis	0	6-8	6-7
2) Basketball	6	2-3	8-9
c. Baseball/Softball			
Fields	3	6	9
d. Trails		42 miles	42 miles

### Conclusion

This park development plan for the Granite Bay Area identifies an organized, prioritized program through which adequate recreation facilities will be provided for the current and future residents of the area. A comparison of the recreation needs of the population to the planned recreation facilities indicates that the specific projects identified herein will not, by themselves, meet all of the demand created by the ultimate population of the area. The difference in demand is expected to be met through private recreation facilities, provided as a part of residential projects as well as commercial recreational facilities such as golf courses, tennis and swim clubs, and

equestrian facilities. In addition, the Folsom Lake State Recreation Area is expected to continue to meet a significant portion of the recreation needs of residents in the area.

The total estimated costs for the facilities proposed are \$2,770,000. With increasing land values in the area this figure is very likely less than what the total costs will be in the future. Park dedication fees alone will not cover the cost of providing needed facilities in the Granite Bay area. Additional funding sources such as State and Federal Grants, private donations or other forms of revenue will need to be discovered in order to implement this plan.

As conditions in the area change, recreation trends change, and development patterns change, this plan should be modified and updated.

# Before the Board of Supervisors County of Placer, State of California

In the matter of: A RESOLUTION ADOPTING  
THE GRANITE BAY AND SOUTH LOOMIS  
BASIN PARK DEVELOPMENT PLAN.

Resol. No: 87-175

Ord. No: .....

First Reading: .....

The following RESOLUTION was duly passed by the Board of Supervisors  
of the County of Placer at a regular meeting held May 19, 1987  
by the following vote on roll call:

Ayes: MAHAN, FERREIRA, LEE, HENRIKSON

Noes: NONE

Absent: COOK

Signed and approved by me after its passage.

Attest:  
Clerk of said Board

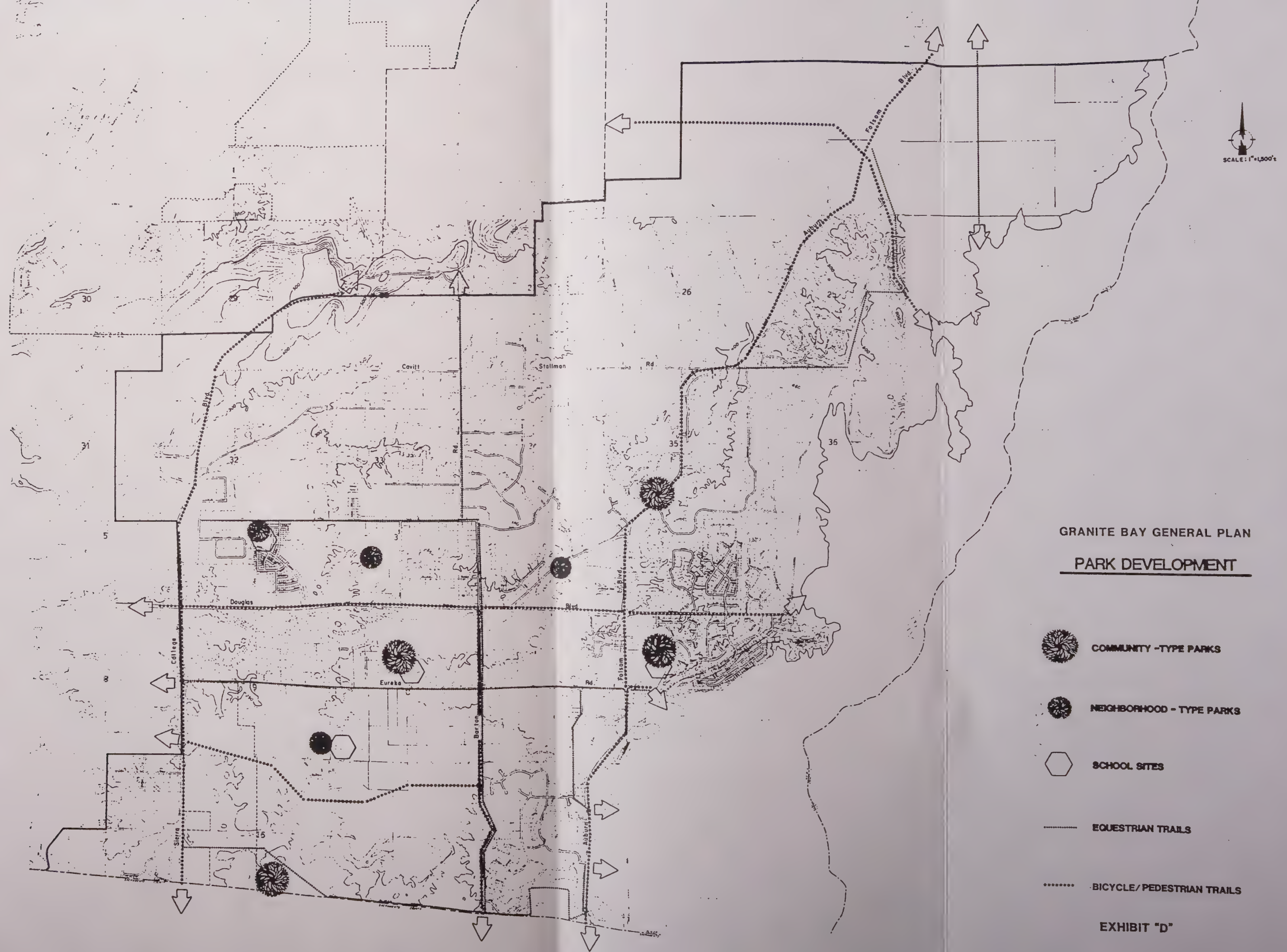
*Georgia Lake*

*Eric Loomis*  
Chairman, Board of Supervisors

BE IT HEREBY RESOLVED BY THE Placer County Board of Supervisors,  
County of Placer, State of California, that the Granite Bay and  
South Loomis Basin Park Development Plan attached hereto and in-  
corporated herein by reference, is hereby adopted as the Recreation  
Element of the Granite Bay General Plan.

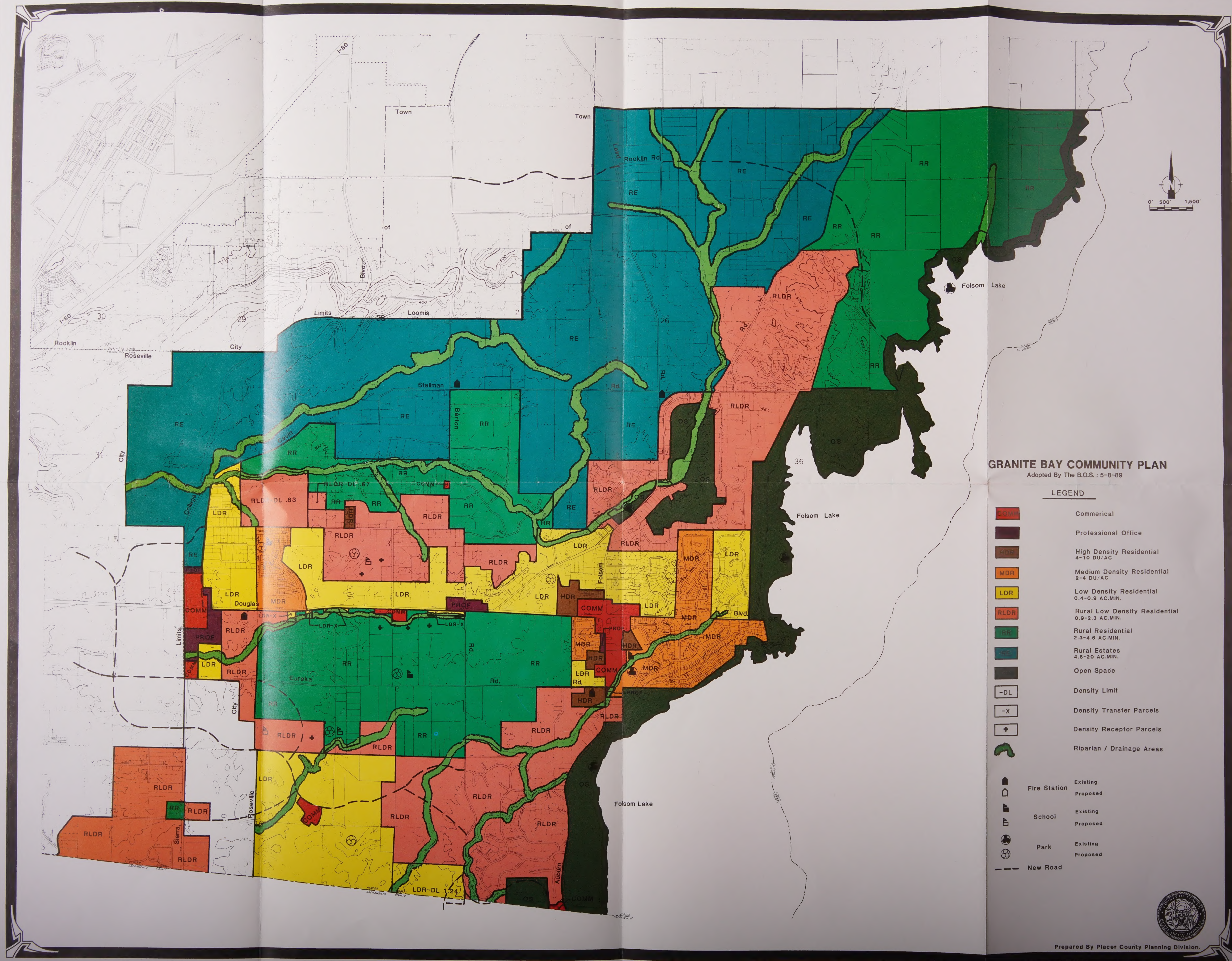








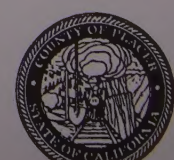




**GRANITE BAY COMMUNITY PLAN**  
Adopted By The B.O.S.: 5-8-89

**LEGEND**

- |  |  |
|--|--|
|  | Commercial                                       |
|  | Professional Office                              |
|  | High Density Residential<br>4-10 DU/AC           |
|  | Medium Density Residential<br>2-4 DU/AC          |
|  | Low Density Residential<br>0.4-0.9 AC/MIN.       |
|  | Rural Low Density Residential<br>0.9-2.3 AC/MIN. |
|  | Rural Residential<br>2.3-4.6 AC/MIN.             |
|  | Rural Estates<br>4.6-20 AC/MIN.                  |
|  | Open Space                                       |
|  | Density Limit                                    |
|  | Density Transfer Parcels                         |
|  | Density Receptor Parcels                         |
|  | Riparian / Drainage Areas                        |
|  | Existing<br>Proposed                             |
|  | Existing<br>Proposed                             |
|  | Existing<br>Proposed                             |
|  | New Road   |





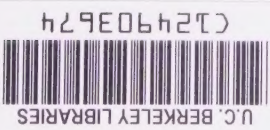




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